

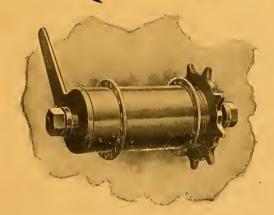
In which is incorporated "THE WHEEL" (New York) and the "AMERICAN CYCLIST" (Hartford)

New York, N. Y., U. S. A., Thursday, October 2, 1902.

\$2.00 a Year. 10 Cents a Copy.

\$**990**\$\$

"BARWEST"



is but another term for "best"

so far as it relates to coaster brakes—a fact that is now pretty generally recognized.

BARWEST COASTER BRAKE CO., 83 Chambers Street, New York.

PACIFIC COAST DISTRIBUTORS: Phil. B. Bekeart Co., 114 Second Street, San Francisco, Cal.

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All specimen

of de

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You can buy Bicycles

at "any old price" in "any old place."

You can buy Racycles

only at list price and only of legitimate dealers.

That's another respect in which

Bicycles and Racycles Differ

Racycles are never sold to cut=throats, mail-order houses or any other shysters. We believe in the bicycle agent and stand by him.

MIAMI CYCLE & MFG. COMPANY, Middletown, Ohio.

GOODYEAR TIRES

GIVE SATISFACTION TO THE RIDER AND PROFIT TO THE TRADE.

SEND FOR CATALOG AND PRICES

GOODYEAR TIRE & RUBBER COMPANY

500

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AKRON,

OHIO

100

500

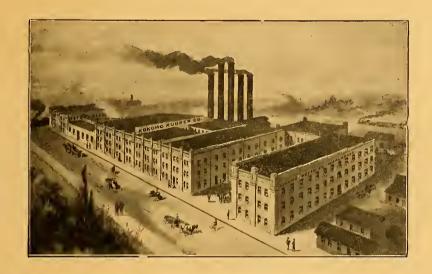
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Even if



that they cannot be made better the

Factory in which they are made



is

Larger and More Complete

than ever before.

The illustration shows the plant as enlarged during the present year.

The enlargement will convey some idea of the increased appreciation and demand for the tires themselves.

KOKOMO RUBBER COMPANY, Kokomo, Ind.





The MITCHELL MOTOR BICYCLE has proven itself an indispensability. Here is a sample of what they say. What is true here can be with everyone.

WISCONSIN WHEEL WORKS, Racine Junction, Wis.

UNIONTOWN PA., June 27, 1902.

GENTLEMEN; -Yours of the 26th at hand. Everything is "O. K." now. I wrote you after my second trial, and things did seem to be going against the machine. Some told me, Gentlemen;—Yours of the 26th at hand. Everything is "O. K." now. I wrote you after my second trial, and things did seem to be going against the machine. Some told me, after seeing I was not doing any hill climbing, that others had used them at various places, but that they always failed on the hills, but I have shown them since, after my third trial, that the Mitchell could go up hills if others could not. It seemed to be a thing of life on the third trial, so different from my former experience. It simply walked, or rather ran up the hills without any trouble. I was afraid, after seeing what an elaborate machine it is, that I would not be able to run it, not at least, until I had broken it beyond repair, but I left it standing, and took to studying my machine, and this proved the best thing I could have done. After my first trial, the coaster-brake gave me trouble, but there was an evident progress, but I became discouraged because it would oot walk right off under any conditions. At my third trial, I started out at the bottom of two hills, and away it went, up both. Then I was happy, and it has been going ever since. Nothing gets wrong, at least nothing but what I find is my own neglect. The machine is a daisy, and evidently every thing that could be desired. Certainly, these roads are a proving ground for any machine. I have not tried the speed as yet, but will do so in a day or two on the "National Pike" where the way is long and smooth.

If I could in any way state thin -s more enthusiastically, consider it so stated. The machine is all you claim, and more than I could think possible. Any greeny can learn it. I had not been on a bicycle of any kind for nine years, yet learned this with ease and pleasure.

Yours,

E. P. ROSELY, M. D.

OUR PROPOSITION TO GOOD AGENTS COMPRISES EXCLUSIVE TERRITORY, PROTECTION AND IMMEDIATE DELIVERY.

OUR HANDSOME No. 10 CATALOG-JUST OUT-SEND FOR IT.

The Mitchell Agency,

BIKES, MOTOR BIKES and AUTOMOBILES. is Worth Your Investigation.

Write the Manufacturers WISCONSIN WHEEL WORKS, Box W., Racine, Wis.

"STANDARD"

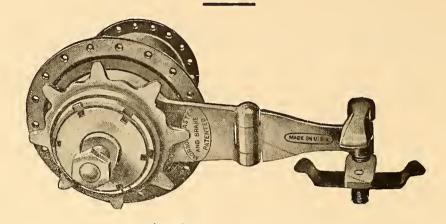


TUBING
FORK SIDES
REAR FORKS
REAR STAYS
FORK STEMS
SEAT POSTS

GOOD GOODS AT THE RIGHT PRICE.



It isn't what a coaster brake may be; it's what it is.



That's one of the reasons why

THE MORROW

so easily holds its lead.

ECLIPSE MFG. CO., Elmira, N. Y.

The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclisi."

Volume XLV1.

New York, U. S. A., Thursday, October 2, 1902.

No. 1

PRESIDENT BROMLEY RETIRES

Matlack Also is out—Walker's Power Increased—Queer Situation in Chicago.

Little light has been thrown on the affairs of the American Cycle Mfg. Co. during the week. The only occurrences known to have transpired are these:

Receivers have been applied for in California.

J. C. Matlack, vice-president, has resigned and has secured a berth with the International A. & V. Tire Co. J. E. Bromley, president, has not resigned, and in New York he is still officially the head of the company; unofficially it is admitted that he has retired. At the factory in Chicago he said his good-byes last week.

C. E. Walker, manager of the Eastern sales department, has had his authority enlarged and is now both factory and sales manager for the Columbia, Crawford and Westfield plants. He will have his head-quarters at Hartford. When affairs in Chicago are straightened out, A. L. Atkins will occupy a similar position in the West.

The several factories have had their working forces reduced to the minimum pending reorganization, and also because of "the high price of coal," as the official announcement states.

In Chicago a rather awkward and mexpected state of affairs prevails. Before the receivers appointed by Judge Jenkins of Milwaukee—Messrs. Pope, Coleman and Miller—had qualified a firm of ambitious Chicago lawyers moved among the company's creditors, and, obtaining a sufficient number of authorizations, they routed out Judge Kohlsaat of Chicago and had him name J. C. W. Rhode and Max Whitney as receivers, The latter promptly filed their bonds and took possession of the four factories in Chicago. At last accounts their custodians were still in charge.

The situation has, of course, given rise to a plentiful crop of rumors, many of them too tall for helief. One of the latest and most interesting has it that Col. Pope and Mr. Coleman have agreed to divide the factories, the former taking those in the East, the latter those in the West.

Motor Bicycles Barred.

Motor bicycles will not be permitted to be exhibited at the automobile show in Madison Square Garden in January next. The rule is declared to be absolute. As a cycle show is highly improbable, the situation has given impetus to the talk of a purely motocycle show, which the New York Motor Cycle Club has had in contemplation for some time.

Corson on the Spot.

That redhot motocycle enthusiast, E. H. Corson, manager of the Automobile and Motor Cycle Company, Boston, has an exhibit of motor hicycles at the annual Mechanics Fair Institute in that city, which continues for some six or eight weeks. He is also securing the names of motocyclists, pesent and prospective, with a view of organizing a club in the Hub.

Rigdon Goes With International.

S. G. Rigdon, for many years with the Goodyear Tire & Rubber Co., has joined the staff of the International A. & V. Tire Co., and will have charge of their bicycle and automobile tire sales department. Few men are better or more favorably known in the trade or have had more experience, facts which stand Rigdon in good stead.

More Balls in Prospect.

Advices from Meriden, Conn., say that the negotiataions of the German-American Steel Ball Company for the purchase of the plant of the Meriden Malleable Iron Company have been practically concluded. The ball concern is capitalized at \$1,000.000, and it will manufacture steel balls under German patents.

Two Speed Gear Coming.

According to reports that have leaked out, a two-speed gear will make its appearance from the Columbia factory in time for next season's trade; 66 and 101 are understood to be the variations which the gear affords.

Fisk Enlarges.

The Fisk Rubber Co. is among those that have enjoyed a prosperous year. Substantial evidence of it is being upreared at Chicopee Falls, where a considerable addition to the plant is being made.

INDUSTRIAL IN TROUBLE

Makers of De Long Motor Bicycle Admit Insolvency—Compromise Offered Creditors.

The Industrial Machine Co., of Syracuse, N. Y., are in financial straits and have admitted insolvency. An offer of 35 per cent has been made to the creditors, which, if not accepted, will probably throw the concern into banquiptcy.

The company set out to manufacture the De Long motor bicycle, and despite considerable outlay failed to overcome the many difficulties incident to such production. It is understood, however, that some of the stockholders are willing to further contribute if the compromise with creditors can be effected, and there is a possibility therefore that operations may be continued.

One View of Nameplates.

The dealer—one in a town on Long Island—had remarked that, while he handled and had sold a number of bicycles of well known brands, he had sold more bearing his own nameplate.

"Why?" he responded to the question. "Simply because, if there is any reputation to be made, it might as well be mine. The manufacturers of the other bicycles now rarely, if ever, advertise, and so influence few sales. If I must get out and build up a name and demand, why should I do so for others when I can do it for myself?"

Germany's Export Record.

The German customs returns for the five months ending with May show that the imports of foreign cycles and parts into the country during that period only amounted to 131 tons, as compared with 146 tons in the corresponding period of last year. On the other hand, the exports of cycles and parts from Germany show a noteworthy increase—from SS9 tons in the first five months of 1901 to 1,169 tons in the five months ending with May last.

Recent Incorporation.

Cleveland Automatic Machine Co.; capital, \$1,000,000. Incorporators—George H. Kelly, George G. Whitcomb, James G. Russell and Arthur L. Garford. Quakers to Re-regulate Traffic.

The Century Wheelmen of Philadelphia

FAR EAST BOUGHT HEAVILY

Helped August Increase its Export Record— Japan now our Second Best Customer.

According to the returns, August rather unexpectedly interrupted the downward movement of cycle exports that had continued for a considerable period. That month netted a gain of some \$27,000 over August, 1901, and thereby brought the tetal for the eight months above the eight months of last year.

August's advances with one rare exception, British North America, were made in the Far Eastern countries, Japan alone increasing its purchases to the extent of \$33,000. Its total, \$270,024, makes that country America's second best customer, England still retaining pride of place. Australia, Africa, China, Asia and the East Indies were also on the right side of the book, and though the month was an "off" one as regards Europe, the eight months' total show that increases still rule; only in Great Britain and France are shrinkages recorded.

The figures follow:

have been invited to appoint a committee of
two to confer with committees from all road
users for the purpose of agreeing upon an
ordinance regulating road traffic in that city.
The call was issued last wook by the Auto-

The call was issued last week by the Autocomposite Club of Philadelphia. After reciting
the efforts made a few months ago to pass
an composite applying only to automobiles,
composite the call goes on to state:

Whereas, This ordinance may be objected to on the ground of its being 'class legislation,' therefore, be it

"Resolved, That the president of the Automobile Club of Philadelphia appoint a committee of two from this club, request the president of the Road Drivers' Association and the president of the Century Wheelmen each to appoint a committee of two from his organization and request the presidents of the steam and electric railroads of the city of Philadelphia to send representatives to a meeting of the above committees, said meeting to formulate a general ordinance governing the use of all vehicles of whatever kind in the city of Philadelphia, said ordinance to be presented to Select and Common Coun-

	Augi	ıst—	8 mos. ending August—		
Exported to—	1901.	[1902,	1900.	1901.	1902.
	Values.	Values.	Values.	Values.	Values.
United Kingdom	29.173	18,100	374,546	383,369	326,173
Belgium ¹	2,010	767	· ——	26,527	39,336
France	8,393	6,745	172.880	170,684	153,426
Germany	9,490	4.893	309,870	170,356	233,306
Italy ¹	5,159	4.192		39,452	55,476
Netherlands ¹	7.479	4,537		116,331	121,947
Other Europe	6.255	2,940	575,300	237,794	249,015
British North America	9.347	11.679	336,613	269,393	145,163
Central Amer. States and British Honduras,	121	131	1,044	3,734	2,133
Mexico	2.537	1.941	10,761	16,636	18,320
Cuba	1,767	1,113	63,377	8,243	9,390
Porto Rico ¹			1,461		
Other West Indies and Bermuda	5 025i	3,704	32,903	35,647	34,907
Argentina	260	396	61,538	4,762	5.689
Brazil	83	412	14,351	4,428	4,046
Colombia:	75		3,400	575	740
Venezuela ³		2	·	1,306	309
Other South America	2,425	1,724	30,705	18,799	13,783
Chinese Empire	840	4,030	17,966	42,831	22,988
British East Indies	1,413	2,391	42,547	38,720	37.440
ttong Kong	- 460	378	5,785	2,813	4,297
Japan	13,345	47,779	182,181	173,932	270,024
British Australasia	10,662	16,885	154,182	126,292	144,397
Ha waii ²			[-32,473]	[
Philippine Islands	1,338	150	39,645	26,230	11,726
Other Asia and Oceania	1,013	5,501		14,743	19,500
British Africa	6,117	10,522	33,300	47,599	68,179
All other Africa	143	1,302	30,500	5,441	5,766
Other countries	98		357	282	12
Total	195,098	159 91 1	0.517.717	1.000.010	1.007.450
Unalyded in "Other Europe prior to January 1904	129,028	100,014	[2,517,717]	1,986,919	1,091,419

Included in 'Other Europe prior to January, 1901.

Name Still a Value.

The sky has been thoroughly searched for cycle names; sun, moon, planets, stars, all have contributed; the names of successes in other fields have been utilized to shed Instre over some particular cycle or cycles, and yet, with it all, much as there undoubtedly is in finding a suitable name for a cycle, a good deal depends, and must ever depend, upon the man or the firm behind the cycle, no matter how apt or inapt the name of the cycles may be; but the fact remains, "There's much in a name."

cils of this city with the request that it take the place of all existing ordinances."

The resolution was adopted, and on motion Mr. Morris and Captain Muckle were appointed the committee from the Automobile Club.

An ordinance has been passed at Lawrenceville, N. J., fixing the maximum speed of motor cycles and other motor vehicles at 12 miles per hour. The penalty for violation of the law is not less than \$10 or more than \$15.

BOOST FOR CHANGEABLE GEAR

French Touring Club's Tests Result in Its Being Singled out for the Awards.

Paris, Sept. 19.-The Touring Club de France have just published the awards in the bicycle competition which was held recently over a specially long and mountainous road in the south of France, and in making these awards the committee have been influenced solely by the behavior of the machines themselves, the performances of the riders being only regarded as of secondary importance so long as they rode at a fair average speed on the long up grades and put the bicycles to the severest possible test. The bicycles were afterwards taken to pieces and thoroughly examined and points given according to the state of the bearings and parts, as well as for the behavior and general efficiency of the machine.

Awards were also given for complete machines and for bicycles possessing novel features of special merit. The gold medal has been secured by Terrot et Cie, of Dijon, for a bicycle with four speeds and two chains, and the other prizes are as follows: Gilt medals-Manufacture Francaise d'Armes et de Cycles à Saint-Etienne for a bicycle with two speeds and two chains; Peugeot Fréres, of Valentigny, for a machine with two speeds and one chain. Silver medals-Durieu, of Angers, for a chainless bicycle with two speeds; Clément et Cie, of Paris, a chain two speed bicycle; the Société La Francaise, of Paris, for a chain two speed bicycle, Bronze medals-Georges Richard, of Paris, for a bicycle with three speeds and two chains; Le Métais, of Paris, for a chain bicycle with two speeds; Robert, for a chainless two speed bicycle; and Coste, of Lyons, for a two speed bicycle with chain.

It will be noticed that all these awards have been given for bicycles with two or more changes of speeds and this is a factor of considerable importance at the moment. for it not only shows that the two speed machine is efficient in hilly countries but it also points to the trend of public opinion in favor of the two speed bicycle. For a long time experts here have been advocating the machine which will allow of the rider changing his gear according to the nature of the road, and the matter has perhaps been receiving more attention in England than in this country, where nevertheless there are several interesting change speed devices in use and they are fitted on nearly all the special grade machines of leading makes.

The change speed gear is going to be a big thing in the early future and will become almost as popular as the coaster brake, for the class of cyclists, that is, who go in for long distance riding, and it is very probable that the two speed hub will bave the effect of reviving the spirit of touring which has been falling off considerably the last two or three years as the result, it may be, of the fatigue of riding long distances unless

²Now American possessions.
⁸Included in "Other South America" prior to January, 1901.

the cyclist is thoroughly fit. The two speed gear will make touring much easier and pleasanter, and American firms would do well to look out for the requirements in change speed hubs which are bound to become very considerable before long. For this reason the report on the tests promises to be interesting and instructive, and when available we will summarize the committee's judgment on the different machines.

Disputed the Repair Bill.

Of special interest to bicycle dealers in their repair business is a dispute over the payment for repairs to a bicycle which has resulted in the attaching of the bank account of a resident of New London, Conn. The story told in regard to the matter is as follows:

The owner of the bicycle sent it to the repair shop, and when it was fixed the bill was something over \$4. The repairer declined to let the bicycle leave his possession unless the bill was paid, and when the owner tried to take it he threatened to use a hammer to restrain him.

Later the owner of the wheel had another interview with the repairer, and tendered a check in payment for the work. The check was accepted and the wheel taken away. When the check was presented at the bank it was found that payment had been stopped.

This made the bicycle man wroth, and he promptly secured the services of a lawyer, who made out the writ of attachment which was served in due time by Sheriff Martin M. Bailey. There was money on hand to cover the attachment, and it alooks as though the contractor would be called on to pay something more than the original bill before the matter is settled.

Well Said by Wheelwright.

D. R. Wheelwright, the Racycle agent in Brigham City, Utah, is in New York this week after a visit to the Miami factory at Middletown, Ohio. He has no fault to find with the business in his part of the country, which has never felt the slump as the East felt it. Although Brigham City has but 3,000 inhabitants, it has four bicycle dealers—"three who sell wheels and one who has wheels for sale," as Wheelwright aptly expressed it.

"Last year," he said, "I myself paid little or no attention to hicycles, and sold but ten of them. This year I made up my mind to sell them, and as a result disposed of fiftyfour, nearly all of them high grades."

Wheelwright says that while mail order bicycles cut a figure in his part of the country, they are are no longer a source of worry.

"The repairs on them," he remarked, "are a source of profit to us, and few men buy such bicycles twice."

During the first six months of this year Belgium exported motocycles and parts thereof to the value of \$184,000, as against only \$19,000 during the corresponding period of last year; the bulk of the exports was motors.

SEE SIGNS OF SHORTAGE

Every Indication Points That Way, Says a Manufacturer—His Basis of Reckoning.

"To at this time predict or discuss a probable shortage of bicycles may appear an undue stretching at Time's forelock, but neverthe less I am firmly convinced that a shortage will ensue, and unless I am very much to the bad in my reckoning it will ensue next season."

The man who gave voice to this remark is easily one of the most conservative, sure-footed and analytical manufacturers in the trade. He is not much given to wild guess or idle talk—a fact that adds weight to his remarks and entitles them to respectful heed.

"The market is practically cleared of old stock," he went on, "and, as year after year manufacturers have been contracting their outputs, the volume of bicycles in sight for next year was never more limited. Not only are there fewer factories, but the embarrassment of the American Bicycle Company is also a considerable factor in the reckoning. Its natural curtailment of production will be made greater by its troubles. Even if it is but 10 per cent it means a good many bicycles. Of course, you will hear the usual reports of makers who next year 'will turn out more bicycles than ever before,' but place no faith in such assertions. We all have those dreams, but when the time for action comes and we reckon the cost they speedily dissipate, and with the greatly increased cost of material that confronts us I do not believe that any man in his proper senses will enlarge his output by so much as one bicycle. More than this, they will either have to get more money for what they produce or go out of business, and of the money obtained or in sight more of it must be spent for publicity if the health of the industry is to be fully restored. The bicycle must be kept in the public eye. During the past season not more than four makers have made any effort in that direction, and one of them advertised so many different bicycles in such a small space that I question whether it served any purpose. As a result, the magazines, weeklies and newspapers that once thought it worth while to give space to cycling matter no longer do so; they now devote it to automobiles.

"But whether or no I am convinced that a shortage is due and will result before the season of 1903 is far advanced. It should prove a year of unusual prosperity, the measure of which will depend on the manufacturers themselves. Those who continue to believe that low price is all important will not enjoy much of it, however. Aside from overproduction, that has been one of the troubles of the cycle trade. Mere salesmen have occupied managerial positions, and the height of the average salesman's delight is to be able to underquote a competitor. As a rule, I believe a better class

of managers are coming into power, and that, too, will help the business.

"When I was a very young man a successful business man delivered himself of a commercial creed that I bave always kept in sight. 'He's a poor merchant who obtains less money for his goods than his competitors; any fool can do that,' he told me. 'He's a good merchant who obtains as much as they do, but he is a better one who obtains more.'"

Ready to Ralse Prices.

"We shall undoubtedly make an advance in our prices for the season of 1903," writes the Bean Chamberlin Mfg. Co., Hudson, Mich. "The price of legitimate bicycles has been too low for three years, and it has been held there by certain conditions, we believe, rather than by the manufacturers themselves. The advance in the price of material will necessitate an advance to the trade, and while we expect to give just as much value as any other legitimate manufacturer, still we do not wish to continue at present prices.

"We feel that inasmuch as each one will have to make an advance, the business might just as well be put upon a good basis, which would enable manufacturers to take care of their trade in a better manner, and this would certainly increase the energy and ambition of all parties interested. The market at the present time is in a fairly good condition, and now is the proper time to bring about the change. We should be most happy indeed to do our share in maintaining prices in order to bring about the results which are most desired by the bicycle people."

Evidence of Jobbing Prosperity.

The Norvall Shapleigh Hardware Co., of St. Louis, one of the higgest jobbing houses in the West, report one of the best seasons in bicycles and supplies they have ever experienced. The difference between last year and this one, and a difference that argues well for the year to come, is the condition of the stock room. At this time last October it was almost full; now it is practically clear of everything, and as a result they are preparing for next season on a large scale, how large may be judged from the order recently placed with the National Cement and Rubber Mfg. Co., of Toledo, which exactly doubles their order for this year's requirements.

Morgan in Tires.

According to one report, J. P. Morgan is now interested in tires. It is said he came into considerable stock in the Rubber Goods Mfg. Co. at the time of Charles R. Flint's troubles, due to his having advanced cash to the latter and taken Rubber Goods securities as collateral.

According to Bicycling News, mail advices have been received in England referring to a decided slump at Johannesburg, and traders are warned to be careful in financial matters. Other parts of the colony are reported as being in a better condition.

It's a Good Thing to Know Where You are Going to Get Your 1903 Bicycles.

Some wide-awake, up-to-date dealers are wondering if they will be able to get their old lines in 1903, but they are not NATIONAL DEALERS.

NATIONAL DEALERS

know that the NATIONAL factory is like time—it never stops—keeps on producing "good bicycles only" through all kinds of weather.

In a hard finish it is rather reassuring to feel certain of being "first" or "place."

THE NATIONAL AGENCY ANYWHERE IN 1903 WILL BE WORTH MORE THAN IT EVER HAS BEEN,

and there will only be one in each town.

BETTER GET IT.

NATIONAL CYCLE MFG. COMPANY, BAY CITY, MICH., U. S. A.

Reason it out for yourself—

We use the best material—
We employ only skilled workmen—
We have done our experimenting,
Our construction is superior to any—

Now_wouldn't it be strange if

FISK TIRES

were not the best?

A TRIAL WILL CONVINCE YOU THAT THEY ARE.

FISK RUBBER COMPANY,

Chicopee Falls, Mass.

BOSTON, SPRIN 604 Atlantic Ave. SYRACUSE, 423 So. Clinton St.

SPRINGFIELD, 40 Dwight St. BUFPALO nton St. 28 W. Genesee St. BRANCHES:
NEW YORK,
83 Chambers St.

PHILADELPHIA, 916 Arch St. CHICAGO, 54 State St. WASHINGTON, 427 10th St., N. W. FRANCISCO,

9

THE BICYCLING WORLD



In which is Incorporated "The Wheel" and the "American Cyclist."

Published Every Thursday
By

THE GOODMAN COMPANY,

123-125 Tribune Building.
(154 Nassau Street)

NEW YORK, N. Y.

TELEPHONE, 2652 JOHN.

Subscription, Per Annum [Postage Paid] \$2.00 Single Copies [Postage Paid] . . . 10 Cents Foreign Subscription \$3.00

Invariably in Advance.

Postage stamps will be accepted in payment for subscripiions, but not for advertisements. Checks. Drafts and Money Orders should be made payable to The GOODMAN COMPANY.

Entered as second-class matter at the New York, N. Y., Post Office, September, 1900.

General Agents: The American News Co., New York City and its branches.

Change of advertisements is not guaranteed unless copy therefor is in hand on SATURDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, OCTOBER 2, 1902.

How Costs Have Increased.

Looking forward to the year of manufacture that is being entered, the situation assumes not a few unusual phases.

The market has been denuded of job lots, the price of practically everything entering into bicycles has increased, labor costs more and is not readily obtainable, steel is not over plentiful, and coal is so high and so scarce that what once seemed reasonable margins of profit have been, if not wiped out, reduced to proportions that are in not a few instances precarious.

If the lesson has not been lost the embarrassment of the largest producer of bicycles in this country and in the world has brought sharply home to the public that the existing prices of bicycles are not incrative prices.

While the fact is plain to factory heads, we question whether retailers fully realize how keen are the conditions that now confront the mannfacturers. The price and scarcity of coal cannot have escaped them,

but how many know how sharply raw material has advanced?

With tubing 25 per cent higher than last year, steel 40 per cent, saddle leather 15 per cent, rims 50 per cent and steel balls 33 1-3 per cent, some idea of the added cost of bicycle manufacture may be obtained. With the advance in coal and labor, the figuring necessary to assure a safe balance may be easily imagined.

As we once before stated, the producers of jobbing bicycles were able to solve the problem easily and quickly. They have already advanced the price of their goods some 33 1-3 per cent, and there is no assurance that another advance will not be made. The makers of the well-known brands are not so happily positioned. They realize that profits are uncomfortably narrow, but with established catalogue prices and no precedent for increasing them, some of them, at least, are "between the devil and the deep blue sea."

That the desire exists to establish the precedent is not to be denied, and that some manufacturers, at least, will do so seems sure, while a fairly general advance in trade prices is even more certain.

In the present temper of the trade, and faced by such conditions as those outlined, it needs but a leader to bring about an uplifting of the prices in the majority of 1903 catalogues.

If the leader does not make his appearance the retailers' "season of discontent" will be heralded later. Either the agent or the rider will be required to pay more for his 1903 bicycles, and unless he makes himself heard shortly it will be the agent.

Changeable Gear Gains Impetus.

Whether the American trade views with indifference the subject we have so often urged—that of changeable gears—the letter of our Paris correspondent published in another column will force home the fact that abroad it is a subject that is rapidly becoming a live issue.

The fact that the French Touring Club's committee in charge of the elaborate tests to develop the best bicycles for tourists made awards only to those bicycles equipped with changeable gears stands ont so clearly that its significance scarcely requires comment.

As our correspondent states, the situation and indications are such that the variable gear is likely to prove as popular as the coaster brake, and that makers who seek foreign trade must be prepared to supply it if they would hold their positions.

In at least one factory in this country we have reason to believe that preparation of the sort have been made, and we have some cause to suspect that in another plant a gear of the sort is also in process of production, but when either will make its appearance cannot be forefold.

That these good things will be reserved for foreign riders we cannot well believe. We have recently tried such a gear only to further confirm our opinion that it is a distinct benefit and one that, ridden until the first queerness passes, will be generally appreciated.

While variable gears are not essentially new to this country, like many other useful and meritorious devices they made their appearance at a time when bicycle manufacturers were burdened with an excess of prosperity and perforce "too busy" to consider anything that entailed substantial departures from the then accepted models. At this time they have have more time for consideration of the sort, and as we have repeatedly stated, there is nothing more deserving of thought than the changeable gear.

It will give them something to be rald, something to make the year 1903 noticeable, and that will stimulate cycling talk and sales. If the variable gear is desirable in England or France or anywhere else, it should be and can be made desirable here.

Clearance Sales.

Many bicycle dealers have annual clearances about this time of the year, and the means employed are not always commendable. Opportunity is often taken to make up and fake up a lot of stuff for this special occasion, a policy which thoughtful consideration will show as being detrimental to the business of the majority of those who adopt it.

Another plan which is not commendable is to run the sale on for an indefinite period, on the chance of catching strangers anawares. These people frequently put a high grade machine in the window at a ridiculous price, but when any one wants to buy it, the tale is always ready that it was sold half an hour ago, and something else is put forward for sale.

It is always better to conduct a clearance sale on exactly the same lines as regular business, in such a manner as to create confidence on the part of customers.

On the other hand, there are dealers who are so open and above board in their methods that they cannot fail to make the sale not only immediately profitable, but as a

means toward future goodwill and extended reputation for fair dealing.

As an instance of this kind, there is remembered a circular sent out last fall by a dealer, in which was announced a fortnight's sale for cleaning up stock on hand. The circular told its readers to ask for a catalogue, in which the make, height and price of every machine was specified. This catalogue was a neatly printed four-page circular, describing nearly fifty new and second hand machines at all prices. The second hand machines were sold on the condition that the money would be willingly refunded if they were found unsuitable, and returned within three days.

Such a straightforward policy commends itself to the riding public, and is much more satisfactory than going to mail order concerns, where no guarantee is given and no exchange is possible. This circular suggests the reflection that straight dealing makes a firm respected, and whatever they may have to say is sure of a hearing and consideration.

Pastimes and Bicycles.

There was once a cynic who, posing as a philosopher, wondered what the future cosmopolite would think when he gazed with marvel, in a museum of ethnology, at a collection of roller skates, croquet mallets, golf sticks and other impedimenta of outdoor sports, and at bicycles.

The man fell into the error of considering cycling only in the light of a craze on equal terms with roller skating, and failed to place any value whatever on the bicycle as a practical vehicle. Such reasoning is too faulty to permit of its acceptance by sensible men. None of us will deny for a moment that the days of the craze are gone, but we do maintain, and with good reason, that the craze was but an incident in bicycling and that the utility of the vehicle will result in its steady sale and use until such a time as a newer vehicle, equally or more serviceable, and at an attractively low price, comes into the market.

Just as there are reasons for the decadence of such sports as roller skating and croquet, there are reasons for the continued life of cycling. The lack of permanent value has had to do with these games that have passed. The velocipede was supplanted by the bicycle. Roller skates were useless except on a floor especially prepared for them, and they lacked business utility. No business man could skate to his office. Just so with

archery, croquet, baseball, lawn tennis, golf and the latest of popular sports, ping pong. To what practical use can archery be put in these days of fine guns? Can one ride to work aboard a haseball bat? Do lawn tennis racquets vie with street cars as a means of locomotion? It is true that the advocate of golfing might golf his way from home to his business and back again, particularly in New York, with its subway upheaval offering miles of hazards, but this sort of recreation is not likely to appeal to any one but lovers of the ridiculous. True, ping pong is played in business offices, but not on the way to and from.

As for the bicycle, we can entirely dispense with its sporting side and still have left something that is worth retaining. The bicycle saves street car and railroad fare and time. It serves to carry many a message, and has turned the A. D. T. boy from a sluggard to a Mercury. Orders for small shopkeepers are taken with its use, and even small articles are delivered by its use. It gives health to those who use it properly. It can take its rider to places where other modes of transportation do not lead. In many instances its use cannot be dispensed with without financial loss and inconvenience, and cynical views touching upon the decadence of the bicycle are not going to alter the positive conditions of its daily use and needs.

How Motocycling is Injured.

We have also seen more than the "Novice's" motor bicycle received with nuts missing and with nuts, bolts and screws that did not bind and that could not be made bind—small things in themselves, but small as they were they entailed endless exasperation and both mental and physical distress.

With a machine so strange to the average buyer and so susceptible to trifles, it would seem that the manufacturers would appreciate that nothing is more important or should be more microscopically searching than the final inspection. That such appreciation is not as deep or as general as should be the case we have seen enough to convince us, and while it remains the case there will be more trouble with motor bicycles than is good for their interests and advancement.

The "Notes of a Novice" dealing with his motocycle experience, which are published in another column, portray graphically not only the trials and tribulations of the pioneer and his process of obtaining knowledge

but they convey to makers of motor bicycles suggestions that should not be suffered to pass unheeded.

We can readily appreciate the position of the pioneer in the backwoods, to whom he makes reference. The insufficiency of information and illustration bearing on their operation and care that accompany most motor bicycles is enough to drive such a man to drink and to disgust him with the "twentieth century bicycle." Experience is, we know, the best teacher; but we can name more than one motor bicycle that is delivered to purchasers without even their fundamentals being explained or depicted. To assume that a man can grasp them by intuition is assuming too much.

L. A. W. lnactivity or Worse.

It is quite apparent that the present administration of the New York Division of the L. A. W. is hard pressed for a defence. The enlivening campaign being waged by the independents has finally provoked the chief consul into writing two letters to the press. They are designed to refute the charges that he has done nothing during his term of office; together they would fill the better part of two long newspaper columns. Devoid of verbiage and of a long hard luck story involving a prior administration of his friends, this is all that the chief consul himself can place to his credit after nearly a year of service:

(1) He has expended \$75 for printing and stationery; (2) he has reduced the debt of the division from \$4,000 to \$2,200 (that is, he has taken in money with one hand and paid it out with the other, which is no great trick), and (3) he has kept the nuembership of the division from falling behind that of other States, or, as he artfully puts it, New York now contains 33 per cent of the total L. A. W. membership, which disguises the fact that the State has lost, unofficially, some 700 members, or about 25 per cent, during his term of office.

The chief consul concludes his defence with the semi-prophecy that "the salvation of the division and of the league itself may depend on the result of the approaching election"—a prophecy in which we can share. Another year of such activity (?) and accomplishment (?) such as have marked the Obermayer administration, and as he himself has detailed, and even the men who cling to the organization because of pure sentiment may well throw up their hands in despair.

ready for business. \$1903~

Agents wanted in every part of the United States to sell the celebrated

Orient Bicycles

NOW IS THE TIME TO RENEW OUR AGENCY.

NOW IS THE TIME TO APPLY FOR IT.

ADVANCE SPECIFICATIONS READY.

Waltham Mfg. Company, Waltham, Mass.

The Jobber Who Closes for 1903

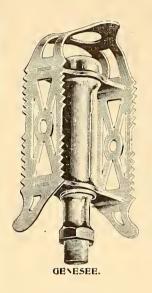
before obtaining the new quotations on

VIM AND HARVARD TIRES

may be doing himself justice; but we doubt it. He has but to write for our figures to convince himself.

BOSTON WOVEN HOSE & RUBBER CO. MASS.

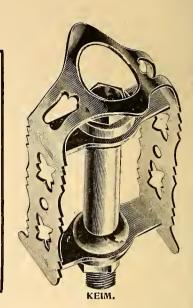
DON'T YOU WORRY



"About any connection between my pedals and the patent troubles aired in circular letters now being plentifully distributed.

Concerning this attempt to intimidate conservative and cautious buyers, permit me to say that my plant and facilities are pioneers in the pedal producing business, and have weathered successfully every storm of contention on lines similar to this.

Backed up by expert opinion, and careful research, in the use of my pedals I promise you will in no wise be inconvenienced, affected or disturbed. I will fully protect and defend you."



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WITH

Hubs, Handle Bars,

ONE AND TWO PIECE HANGERS,

SEAT POSTS AND GENERAL BICYCLE HARDWARE,

FRAME SETS AND BUILT FRAMES, ADULT—JUVENILE—RIGID—SPRING.

JOHN R. KEIM, Buffalo, N. Y., U.S.A.

NOTES OF A NOVICE

Being the Truthful Record of the Joys and Sorrows Born of Motor Blcycles and of the Lessons Learned.

These are the notes of a novice—not of a green as grass novice, because I had ridden a motor tricycle half a dozen times and a motor bicycle about as often. I had also read "Motocycles and How to Manage Them," and some other similar literature, but as for practical experience, that is, practical study or care of the machines, I was a veritable tyro. I read and knew enough not to expect perfection in any motor bicycle that I might select.

Chance threw a particular one my way, and I took it. If under other circumstances it was not the one I would have selected, I knew it would give me the experience I sought. It has done that very thing. It has given me experience in large chunks, and in small ones, but for all of that I am not sorry, and have small complaint to make.

If I had had no trouble I should have been disappointed, and though for the lessons they convey these notes may appear notes only of trouble, let no man fancy that pleasure has been at a discount. I have had hours and days of the sweet sandwiched with the bitter, and sweetness such as sixteen years' experience with motorless bicycles had not afforded—sweetness such as those who do not ride motor bicycles can never experience. I care not where they may be or where they may go.

I still possess a leg driven bicycle than which better does not exist, and for which I retain sincere affection, but I now view it with that sort of love that is akin to pity. It is my "old reliable," but with it cycling is now as tame as a lap dog. I use it only when necessity requires.

When the machine is running rightly there is nothing comparable with motocycling. The exhilaration, the delight, the absolute fascination is inexplicable and beyond measure; it makes amends for volumes of shortcomings. I devoted one week to a motor bicycle tour, and, while I had toured before, never had I experienced such pleasure. My troubles were trifles, and just enough to add spice to the trip. I have learned to love the music of the well tuned motor and to know the keen delight that comes of ability to laugh at hills, head winds and perspiration. And now for the notes.

The motor bicycle arrived to-day. If I lived in the backwoods and was in absolute ignorance of the machine I would have been "up against it." Not a scrap of descriptive matter regarding its operation and care accompanied it. Not caring to trust myself in traffic I had it ridden and left for me at an appointed place. When I mounted it

was without misgivings of any sort. But my experience began early. The motor gave a few fitful explosions and then stopped. I fingered first one lever, then the other. I moved the first one way, then the other, pedalling the whole. It availed nothing. But still I fooled with those levers-and pedalled. I reasoned that if the other chap had ridden it the fault was with me. Oh! how I worked! The bicycle weighed 100 pounds, and the perspiration oozed from my every pore and my breath came literally in "quick, short pants." When finally I dismounted to catch my breath and to give my heart a chance to quiet itself, my clothing simply clung to me and the sweat fairly spurted. I retraced my way to my friend's store-still pedalling, still perspiring. There I left the bicycle until the next day. I had been disagreeably surprised, but was in no wise disheartened. I yet attributed the trouble to my lack of knowledge.

Five hours of this day (Sunday) were spent at my friend's bicycle store. Two of his repair men were there and we all had about the same smattering of motor bicycles. Nevertheless, we jacked up the rear wheel of my machine and went at it. We did everything we could think of, but to no effect; it refused to budge. Finally an "expert" happened in and spent a couple of hours doing over all that we had done, and a little more that came of his superior knowledge. As a last resort and at the end of five hours tinkering it was suggested that he try his spark plug in my motor. He did so, and presto! all was right in an instant. My spark plug had gone wrong. (There has since been a spare plug in my pocket at all times.)

This morning we-an invited friend and myself-were on the road before breakfast. He had never ridden a motor bicycle before, but mastered it at the first attempt and without trouble; in fact, he got better work out of it than I could. In his hands it behaved well; in mine it ran in streaks involving pedalling and perspiration. We decided that I had not obtained the proper mixture, and I had about concluded that I was an ass. Accordingly, the moment he came to a stop and without altering the levers in any way, I mounted, and as promptly the machine refused to move. When, after some pedalling and manipulation of the levers, it did run it would stop the very next time I moved them to vary my speed. I got home without pedalling, but with the resolve that I would never again leave it until I had the motor running properly in a stand. (This resolve has been almost religiously adhered to.)

To-day the blamed thing refused to run in the stand. After removing the spark plug and finding it clean and the spark perfect, the thought occurred that the piston rings may have gummed. A thimbleful of gasolene poured into the compression tap proved the diagnosis to be right. The rings were almost instantly "unstuck" and the motor "moted" beautifully.

Tried it again to-day, and after pedalling like a convict on a treadmill and moving the levers in all directions, discovered that I had failed to turn on the gasolene. Remarks unprintable.

More trouble to-day. Followed the usual procedure. Examined plug, "unstuck piston rings," tested spark, wires, nuts, etc.—no results. After a half hour of fuming and swearing I wet a rag with gasolene and passed it to and fro between the trembler spring and the platinum screw. Could see no dirt but tried cleaning them on general principles. The cleaning "did the business;" the motor worked immediately. (Two or three weeks later I learned that by simply loosening one screw the trembler spring can be easily and quickly removed and be cleaned and allow the platinum screw to be as easily and properly cleaned with emery eloth. Chump? I admit it frankly.)

To-day was the day of days. I had made an engagement to ride with some other fellows. I didn't keep the appointment. For two solid hours I worked and glared at the stubborn brute. All that I had ever done before I did to-day. I flushed the motor with gasolene, tried new spark plugs, tested all nuts, bolts, wires and found them secure; passed the gasolene-wetted rag between the platinum tips and then did it all over again. and again and again. The while I swore in seven different languages, and when my wife came near and offered suggestions I drove her away and threatened to do murder. I was tempted to take an axe and smash the machine into smithereens. I consigned the makers of it to the region 20,000 leagues under hell and in my mind formulated a letter to them expressing my unrestrained opinion that they should be put in jail for creating a fraud. Then, screw driver in hand, I glared at the machine. Scarcely knowing why, I gave the platinum screw a half turn downward; it consumed about onequarter of a second and of course brought the screw tip nearer the trembler spring; then, for perhaps the fiftieth time, I mounted the bicycle-it was jacked up in a standand gave the pedals a spiteful dig. Eureka! Excelsior! Revelation! Joy and everything else that conveys surprise and delight! The motor worked-worked like a charm. Somewhere I had read of the elation that follows the triumphs of overcoming such exasperations. I had never experienced it so fully before. But I can bear witness that it 18 a glorious sensation. It cannot better be

Ran beautifully to-day for about half a mile, then "she" stopped suddenly. Pedalled a while, then turned into a lonely street and dismounted; took out wrench and screw driver and prepared for another siege. Had just attacked the spark plug when I discovered that the gasolene was turned off; my

THE BICYCLING WORLD

leg had touched and turned the cock in crossing a car track. (I now look at the gasolene eock before even dismourting.)

Ever since I have had the machine it has developed no great power or speed, and each alteration of the speed lever has been followed by skipping or almost abrupt stoppage. The longing for more pace and fewer skippings led to consultations with motor experts. They decided that the explosions were wrongly timed, and to-day I had the timing cam shifted an eighth of an inch. The effect was marvelons. The machine almost ran away with me, and for the first time I obtained the full measure of pleasure.

After the readjustment of the cam and after the knowledge I had already obtained, my troubles and their correction were inconsequential. I may be wrong, but it has since appeared to me that the seat of all my ills was the improper timing referred to; they all could have been avoided by more care and proper assembling and inspection in the factory. With so much depending on the timing of the spark there is small excuse for the maker who permits an improperly set cam to leave his premises. My machine also came to hand minus the check nut on the gas lever. As a result, the mixture was changed by every severe jolt,

In all that I have read regarding motor bicycles it seems to me that either the writers take too much for granted or that I am a bigger "chump" than most of the men who have used motocycles. Certainly since emerging from my relatively "big tronbles" I have picked np many useful practices which, while elementary in themselves, never occurred to me. Take, for instance, even so

simple a thing as removing the belt. Until I saw how quickly it could be slipped off by simply prying it over the edge of the pulley with the fingers or a stick and then slowly revolving the rear wheel, I preferred to let it alone. Again, until recently I thought it necessary to remove the plug and the cover of the contact breaker to learn whether I was getting a spark of any kind. Now I know that while it does not prove the spark is jumping the plug terminals, I know that by merely touching the plug and the nnt securing the wires with a screw driver or by making a similar bridge or connection between the platinum screw and the outside of the contact breaker box showers of sparks can be obtained sufficient to remove the frequent suspicion or assertion that batteries are "dead." I have learned that ordinary picture wire will serve as well as copper wire, and that when rosin is not to be had, oil and dust or sand on the belt will give it a grip and serve to prevent slipping. 1 have found, too, that it does not pay to guess at the quantity of lubricant; it is wiser far to use the measure that comes with the motor; it required much smoke from the muffler, several smutted spark plugs and many miles of "skipping" to firmly convince me of the fact.

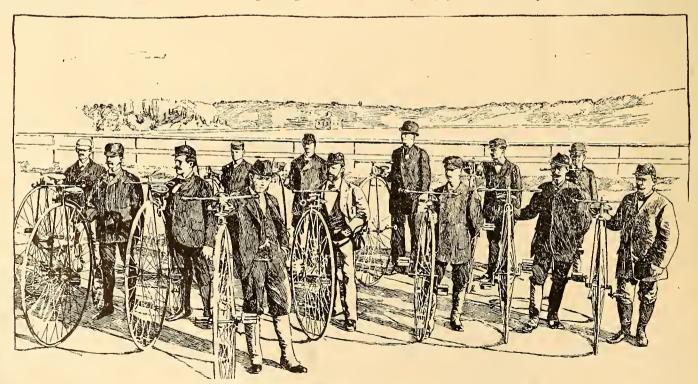
For the possession of much of the knowledge I now possess I am stating simple truth that to membership in a motor bicycle club is not a little of it due. The extensive and varied and ripe experience possessed by the many men who make up such organizations is beyond price. On two runs I was quickly helped out of two straits that at any other time would probably have "kept me guessing" and made me "push, pant

and perspire" for the Lord knows how many miles. Once I had pedalled for 200 or 300 yards without getting an explosion and was getting into a "stew" when the clubman came up and his practiced eye saw that while the belt was slipping around it was not turning the engine pulley, and that there was no compression and that the motor, of couse, was not working. On the other occasion, the bolt which holds the rod to my eompression tap in place had been lost, and the machine unaccountably (to me) lost power, on hills particularly. The clubman's ear quickly detected that compression was being lost, and following his advice, an occasional pushing back of the rod corrected the fault, the loss of the bolt was not felt and I was none the worse for it.

Such instances as these have served to convince me that no other form of cycling club ever served such personally useful and money-saving purposes.

Wide Open Installment Plan.

Competition must be growing unduly keen in England. One of the best known makers in heralding the beauties of his particular instalment plan cites these wide open conditions: (1) No agreement to be signed; (2) no witnesses or references are required; (3) discount for prompt payment; (4) standard eyeles delivered within three days; (5) after first payment cycle becomes customer's property; (6) payments may be made monthly, or a sum paid down and the balance by payments, as may be arranged, or by any special arrangement to meet customer's views; (7) all orders controlled by the company, not handed to financial agents; (8) if payments are promptly made the last payment may be deducted as discount.



BOSTON BICYCLE CLUB, CHESTNUT HILL RESERVOIR, MARCH 30, 1878. FROM PHOTOGRAPH OF FIRST CLUB RUN IN AMERICA.

WHAT IT DOES GRANT

Some Erroneous Ideas Corrected in the Matter of Patent Rights

Most men who are blessed with at least ordinarily astute minds naturally suppose that when an inventor takes out a patent he gets thereby a right to proceed unmolested with the manufacture, sale and use of his invention. That is not the case, however, as can be seen from a little investigation.

The origin of the erroneous idea above stated, may, perhaps, be traced to the language employed in the patent grant itself, and in the clause which is really the basis of the patent system.

That by the grant of a patent the government does not give the inventor the right to make, sell or use his own invention, is evident from the fact that prior to such grant he already has such right provided there are no patents to earlier inventors which he infringes; and in case such other patents or conflicting rights exist, the mere issue of a patent to him will not relieve from the charge of infringement any attempt to make, use or sell his patented device, whether such attempt be made by him or any one else.

Whether a patentee has a right to operate under his own patent or not is entirely dependent upon the existance or non-existance of prior claims held by others, which would be infringed by such operation; and this is a question entirely different from the question as to whether this particular patentee's rights are valid, or infringed by later inventors

What has been said concerning the nature of the patent grant will, perhaps, help to explain what so many have difficulty in understanding, ie., how it can be possible for more than one to hold what appears to be a valid patent upon substantially the same thing. As a matter of fact, that is not possible; it is only an appearance. The difficulty generally arises in a case where one man holds what is known in patent law as a broad or generic patent upon a certain invention which has been improved upon by others in various ways, the others securing patents upon their several improvements.

The man who holds a broad or generic patent has a right to prohibit its use by every one else, so long as his grant continues alive; but he has not the right to prevent or prohibit others from exercising their inventive faculties in the development of improvements upon his invention, nor has he the right to prevent or interfere with others securing patents upon such improvements. That would not "promote" the progress of science and the useful arts, but manifestly retard it. The disclosure of a broad, generic or pioneer invention not only does not stop or check development along the same line, but rather serves to stimulate it.

To illustrate the distinction between what

is known as a generic and what is known as a specific patent, and the rights of the parties holding the same, let there be taken, as an example, the case of a car coupler. Suppose A invents an improved vertical plane coupler or drawbar, comprising, essentially, three parts, a head, a knuckle and a locking pin. Suppose he is the first who has ever employed such three parts in combination in a coupler. He is entitled to and can procure a patent upon the combination between a head, a knuckle and a locking pin, his claim being entitled to the broadest interpretation by the courts.

Suppose B now takes a coupler made in accordance with A's invention, and, in using the same or studying upon it, works out a different form or arrangement of the locking pin and knuckle. B is entitled to procure, on the filing of proper papers, a patent on his invention, claiming his specific or particular improvement on A's generic invention. The existence of A's patent has not had, and obviously should not have, any effect at all in preventing B from securing a perfectly valid patent on the specific improvement which he has invented; for a patent, be it remembered, does not grant the right to make or use an invention, but only the right to prevent others from doing so. The government has given B a patent on his specific improvement, although it is to be remembered that there has been a prior generic patent issued to A, broadly covering all couplers employing a combination of a head, a knuckle and a locking pin. B's patent, therefore, does not give him the right to make or use his own invention, because his invention caunot be made or used, except in making or using the invention which is already patented by A. Obviously, if this were not so, the value of A's broad patent would be destroyed as soon as any one patented an improvement upon it.

The enforcement of such a rule would practically upset the whole patent system, since nearly every invention is or may be broad or generic to others, in the same line, which follow after.

The above illustration may serve to make plainer the peculiar nature of a patent grant, alerady explained; i. e., that it is not a grant by the government of the right to make, use or sell a man's invention, but merely a grant of the right to prevent or prohibit others from making, using or selling it unless they pay tribute to the patentee. It is largely because of this distinction that it is possible for so many perplexing eases to arise in which it appears to the uninitiated as if a man, having procured a patent, has in some way been unjustly treated, because he finds, when he attempts to exploit his invention in practical work, some other patent previously granted stands in his way.

It is incumbent upon patentees, as well as those contemplating purchases, manufacture, or other dealing involving patent rights, to find out just what relation the patent in controversy bears to others in the art, and guide their actions accordingly. The mere issue of a patent to an inventor, by the gov-

ernment, shows nothing more than the prima facie ownership, vested in the grantee, of a right to prevent others from making, using or selling the particular invention or specific improvement defined in the claims, and indicates nothing at all as to the existence or non-existence of any prior rights in others which may be infringed by commercial working under the patent. That can only be ascertained by personal investigation or search by an agent. It is said the patent shows only prima facie ownership, because all patents are subject to be defeated in case proper defence can be brought against them in the courts.

Long Island's Good Year.

Although adjoining New York, Long Island, strange to say, and excepting Brooklyn, of course, is practically free of trolley lines. Beyond Jamaica, eight miles from Brooklyn, there is not an electric streetcar in operation. Instead there are more than 100 miles of well kept cycle paths. As a result bicycles are in practically every household, and are wellnigh indispensable, and it is reasonable safe to say that there are more exclusive cycle dealers on the island than in any other given territory. Most of them have enjoyed a good season. G. Bennett Smith, of Freeport, who has the best appointed and most attractive store on the island, sold nearly 250 bicycles; C. W. Coleman, at Patchogue, 150, and J. S. Allen, at Southampton, 350; C. C. Higgins, at Bay Shore; Joseph Downs, at Islip; H. B. Smith, at Babylon, and Stenger & Rohm, at Sayville, have also done well-in fact, the agent on Long Island who speaks ill of the business is a rare exception, and as none of the towns are large ones, and as nearly all contain two or more cycle dealers, the volume of business done to support them all may be imagined.

As a Winter Side Line.

Now that the season for side lines is approaching, dealers should bear in mind that ping pong or table tennis is due for a big run during the coming winter. A number of dealers who catered to the demand last winter found that the selling of the game was particularly remunerative, and that the capital required was very small.

There seems to be something particularly fitting in the fact that table tennis sets are being made by the Bicycle Wood Work Company, of Urbana, O., and that the company is catering particularly to the bicycle dealer in the selling of its goods.

About Two Speed Gears.

Recently overhearing a remark that "two speed devices on bicycles will not come into use because they were tried eight or ten years ago and proved to be failures," leads to the reflection that when one sees a new application of legitimate mechanical principles in connection with bicycle propulsion it often happens that the judgment is misled by fiascos which have attended unmechanical inventions exploited by inflated enthusiasts who had more enthusiasm than clear understanding of conditions involved.



How to make money in winter

is the problem that confronts the cycle dealer.

ONE WAY

is to seize opportunities when they present themselves.

TUCKER'S TABLE TENNIS

presents an opportunity of the sort. It's an indoor game and perforce pre-eminently a winter pastime. There's a brisk demand for it and being in the cycle trade ourselves we have a kindly feeling for the dealer and can give him some prices and particulars that will earn many dollars for him during the snow-fly months.

TUCKER BICYCLE WOOD WORK CO., Urbana, Ohio.

IT'S ALL — IN THE— TIRES

Chase Tough Tread. Chase Roadster.
International AA. International BB.

Metropolitan.

Fox Brand Motorcycle Tires.

We have a Line of Bicycle and Motor Cycle Tires which will interest JOBBERS.

OUR ELECTROTYPES ARE NOW READY FOR 1903 CATALOGUES.

INTERNATIONAL A. & V. TIRE CO., - Milltown, N. J.

PACEMAKING OVERDONE

How Freak Machines Created new Records and Imperiled Life – Reaction Ensues.

Paris, Sept. 19.-When the motor bicycle first replaced the human pacemaker on the cycle track the cyclists themselves complained that it couldn't go tast enough to satisfy them, but as the gasolene propelled machine was the only thing that could possibly "fill the long felt want" the makers went ahead in improving it until there are now complaints that the motor bicycle travels too fast. While the tourist is content with a modest 1% horsepower motor, and would hardly like to trust himself with a much larger engine, the pacing bicycles have been increasing powers up to 10 and even 14 horsepower. They are mischievous awe inspiring mousters, and when travelling around the track the rider seems to be sitting, or rather crouching, on a magazine of concentrated energy which may at any moment send him by a short cut into the other world.

A typical example of a pacing bicycle is that which has just been constructed for Jacquelin, the old professional cycling champion who for years upheld the reputation of France against the foreigner, and having made a brief but luckless incursion into the automobile business he has returned once more to the track. His bicycle is fitted with a De Dion motor developing 14 horsepower, which is certainly the most powerful machine of the type yet constructed. The head tube carries two short cross pieces to the ends of which the frame tubes are brazed. The upper pair curve upwards and outwards, and then bend downwards to join the diagonal. The bottom pair also curve outwards in much the same way, and to these is bolted the huge vertical motor, while to the upper pair of tubes is fixed the gasolene tank. This of course gives an enormous wheel base to the machine, and its length seems to be still further exaggerated by the fact that the saddle, as is the case with all pacing and racing motor bicycles, is placed right behind the driving wheel. Owing to its great length the machine cannot be steered with the usual elongated handle bar, and it is therefore fitted with a steering wheel and pillar, the end of which is connected with the front wheel by rod and joints. Power is transmitted direct from the motor shaft by a broad belt to a big aluminum pulley on the rear wheel.

Such machines are of course capable of travelling at tremendous speeds, and in order to let the cyclist profit from this as much as possible the bicycles have big shields which completely cover the riders. In one case the shield not only curves out each side of the driver but is extended up above his shoulders, leaving just enough space for his head to pass through. When a cyclist gets behind such a formidable instrument he is actually sucked along by the air current,

and there is no reason why he should not travel as fast as the motor bicycle can go. It is merely a question of having the nerve to follow the machine, for so long as the cyclist can keep a few inches behind the pacer he can do forty-five miles an hour and more with ease, but should he happen to drop behind the area of suction the motor bicycle sails away leaving the cyclist helpless. Of course it is merely a question of nerve, and it was this which allowed Jimmy Michael, on his first appearance as a bicycle rider since he gave up the jockey business, to do his marvelous performance of something like 47 miles an hour.

This competition among pacers in the way of increasing the powers of their motors and augmenting the area of the wind shields offers so much danger on cycle tracks, which are not sufficiently banked for such fantastic speeds, that the pacers themselves have found it necessary to come to some arrange-



NEW YORK BRANCH! 214-216 WEST 47TH STREET.

ment for suppressing a system which not only endangered their own lives but also detracted from the sporting character of cycle racing. They have therefore decided to do away with wind shields, and the meeting at the Parc des Princes track on Sunday was announced to be the last at which such pacemaking aids would be employed. As the discussion had shown the public that there was great danger in the use of wind shields they of course went to the track in thousands. I do not say that they hoped to see a general smash up, but if there was an accident they wanted to be there. This craving for excitement and sensation is one of the features in French cycling, and sports' promoters are not always behindhand in catering for it.

There is not the slightest doubt that these huge pacing machines are dangerous, as witness the fatal accident a month or two ago on the Parc des Princes track when the motorcyclist Bertin was killed, and then Huret, the great long distance champion, found his racing career cut short by having his ankle smashed. Huret was thrown from his bicycle and when getting on his feet a

pacing machine following steered clear of him, but Jimmy Michael, who saw nothing behind his wind shield, struck the Frenchman with the pedal. On Sunday there was another accident when Devilly drove his motor bicycle into the barrier and Bouhours. who was following, was flung among the spectators and then bounded back onto the track. Fortunately his injuries were not serious, but the escape was a marvelously lucky onc. The wind shields are now utterly condemned, and it will be interesting to see in future races how much they have been responsible for the tremendously high figures to which the records have been put. The way they minimize the athletic value of a cyclist was fully shown on Sunday when Jimmy Michael found his match both in Bouhours and Cotenet, who were travelling quite as fast as he did behind the shields.

Pacemaking bicycles cannot of course be expected to have any influence upon the design and construction of touring machines and may be regarded more in the light of curiosities, if not of monstrosities, but we may reasonably expect to look for some interesting development in the new racing motor bicycles. In some respects these are almost as extraordinary as the pacing machines. At the Deauville kilometre test there was quite a remarkable collection of bicycles with one, two and four cylinders, some of the single cylinder engines developing as much as six and eight horsepower, and as they were usually without pedal gear it was a matter of great difficulty to set them going. Even with a flying start of 600 yards many of the machines could not get up full speed until half way down the course, and their times were consequently far less satisfactory than the lighter bicycles that crossed the line at top speed. These big motors are a failure. Apart from the difficulty of starting them they require very tight belts and this of course means a high absorption of power, at the same time that the jumping of the machine makes steering very erratic. This jumping also implies a loss of power, and altogether the belt propelled bicycle with a motor of four horsepower and more is about as uneconomical and inefficient a machine as it is possible to devise.

No maker of a motor bicycle recommends his customers to take a machine with a motor of more than 1% horsepower, and even for long distance racing a motor of 21/2 horsepower is held to about represent the limit of efficiency. Anything above this is not only painful and even dangerous for the rider, but is liable to all sorts of trouble, and any additional power is largely nullified by the loss through necessarily tight belts and the jolting and jumping of the machine. The question with makers now is how to enhance the efficiency of bicycles with motors of 11/4 and 13/4 horsepower. Some of them think that this can be done by dispensing with the belt, which is of course a wasteful form of transmission, though it is much more pliable and adaptable than chains and gearing, but as the motors themselves can now be so easily regulated the old objections

against the jumping and jerking of chain driven bicycles at starting no longer exist. The chain is therefore meeting with increasing favor in this country, and it is characteristic that both of the motor bicycle events at Deauville were won with Bruneau chain driven bicycles with motors of 1¾ horsepower, thus beating all the big machines which necessarily travel much faster in the hands of experienced drivers when they can be got to start.

In tricycles much the same thing is observable, though not to the same extent. As the eight and ten horsepower motors are geared down to the axle there is not the same loss of power, and Rigal and Osmont with their Buchet and De Dion machines have been doing astonishing performances, but if big engines are more easily adaptable to tricycles these machines have the defect of not being always built to resist the strains. As the racing tricycles are limited to weight the makers have been inclined to sacrifice the strength of the frame with the result that they appear to be dangerously light, and in the race between Salon and Arles on Sunday the axle of a tricycle snapped as the machine was turning at Salon and both tricycle and rider were thrown among the spectators. It must be confessed, however, that trievele records have lost much of their value of late years since these machines have been ousted out of the market by quadricycles and voiturettes, and thus attention is being largely centered in the motor bievele which is going to take the place of the ordinary bicycle in the same way that the tricycle has been superseded by the four wheeled machine.

The Distribution of Weight.

The distribution of weight on cycles is theoretically an achievement which has often been attempted, but never been reached. Practically it is considered to be better to load the heaviest weight on the rear wheel, and to leave the front wheel as free as possible. Several trials have shown that the overloading of the front wheel by leaning too much toward the front is a mistake, and ought, specially in moments of danger, to be avoided. The front wheel ought to be protected against sudden runs over stones or similar obstacles, as they have a weakening effect on the whole frame.

Drouth has Helped Blcycles.

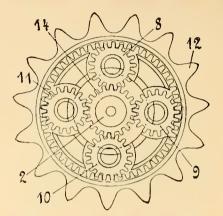
For the past eight years Australia has been afflicted with a drouth unparalleled in the history of the Continent. For want of water and feed the live stock has been dying in millions. Under these circumstances, says a writer, the bicycle has been substituted for the horse to an extent that has to be actually seen in order to be credited. The same circumstances have impelled many of the shearers, who, in the earlier days, were invariably horsemen, to adopt the bicycle as a method of locomotion.

VARIABLE GEAR FROM FRANCE

Incorporates Some Ingenious Ideas and may be Marketed in This Country.

While England stands to-day as the strongest advocate of two-speed hubs, France is not without its hub of the kind, as shown in the accompanying illustrations of one that is made by Glaenzer & Co., 35 Boulevard de Strasburg, Paris.

The makers have a New York house at 26



and 28 Washington Place, and intend investigating the demand in this country for variable gear hubs, with a view toward importing if conditions warrant.

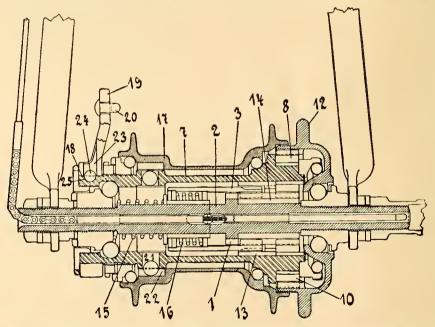
The hub is of standard width, making it

making it desirable to bring down the gear 56 would be that obtained.

The mechanism of the hub is shown in figures 1 and 2. The operation of the speed change is controlled by a lever placed on the top tube of the bicycle frame. This lever is connected by a wire running over a pulley at the seat cluster and to the small chain coming out of the axle at the left. On the axle, 2, drilled out and provided with a geared ring, is a clutch, 3, which can be moved from the saddle by the hand lever, and is operated in drum, 7. At the right side, this drum carries pinions 8, 9, 10 and 11, on countersunk pivots. The teeth of these four pinions are in mesh with the inner teeth of sprocket 12. In drum 7 is fixed a ring, 13, also provided with teeth. On axle 2 rotates a pinion, 14, in constant mesh with pinions 8, 9, 10 and 11. While clutch 3 is held in ring 13 by springs 15 and 16, a direct relation is established between the latter and sprocket 12 and the high speed is obtained.

Low speed is obtained by throwing gear 3 on pivot 1, as sprocket 12 is then in mesh with pinions 8, 9, 10 and 11, and these engage the movable pinion 14.

For coasting, with each of the two speeds, drum 7 is provided, on the left side, with notches 21. These notches contain balls which fall, of their own weight, in grooves 22 of hub shell 17. The latter, which is movable on drum 7, is then driven forward by the drum. Pivot 18 of drum carries a



applicable to bicycles of standard tread. The change of speed can be made either way, high or low, whether the bicycle is running or at a standstill, up hill or down, pedalling or coasting. Free wheeling is obtained at any time by slightly back pedalling, while a spoon brake is applied by further movement in this direction. The difference between the two speeds in the hub is about 30 per cent. That is, if the gear used for ordinary riding was at 80, for hill climbing, head winds or other conditions

vertical lever, 19, provided with a hole, 23, holding a ball, 24. If by back pedalling the drum is rotated backward, ball 24 falls in one of the grooves, 25, of drum 7, and this pulls back lever 19 and operates the brake by means of the steel wire, 20, running to the spoon forward of the tire and under and back of the crankhanger.

"Motorcycles and How to Manage Them"; 126 pages, 41 illustrations; cloth bound, \$1. The Goodman Co., Box 649, New York

ACCENTED EXPERIENCES

Noting Advantages and Disadvantages Will Help for Future Betterment.

"While I give way to none in my advoeacy of the motor bicycle, it does not follow that I cannot see both the advantages and disadvantages of this type of machine," recently remarked a man who is fairly a pioneer in their use and publicity. Continuing he pointed out that lengthy and varied experiences had served to accent both sides of the question.

"By this I mean," in further explanation, "that while I highly esteem the good points of the present-day machines, I have a higher appreciation of the possibilities of the future. The principal defects have, on the other hand, shown up in more glaring colors by reason of the extended wear and tear, but as these are in many cases of a minor nature, due to want of experience or to oversight on the part of the designers, it is clear that the majority will be speedily remedied.

"And right here I want to digress a bit and I let out a few views on designers and their experiences. I know I am inviting some awful return shots, but I am willing to stand for them. When I get in a crowd of motocyclists and hear them praise one designer to the skies and condemn another to perdition, I want to call their attention to the fact that experience is the thing all through. The best in the lot will be immeasureably better when his machine has been made and sold up somewhere near the thousand figure. The sample may work first class, so may the first dozen, and even the first fifty; but I had my point most materially strengthened recently by one of the best by his saying that after the first hundred machines had been delivered he commenced to learn things. On the other hand, I know of one man who has had an experience running into several hundreds, nearly a thousand probably, and he isn't much wiser than at the start; he is too bull-headed.

"However, whether that is a wrong view or not, the most important problem just now is undoubtedly that of transmission, for, though the requisite power is developed by the motor, it will avail little unless it can be suitably transmitted to the road wheels. At first glance this transmission problem does not appear in the least difficult of solution, and the question may well be asked: If a satisfactory transmission gear can be devised for a 40 h. p. car, why not a simple bicycle? It is only when we come to consider the side issues that the difficulty of answering the question becomes apparent, and a still further sifting out of the pros and cons serves to demonstrate the fact that, although there are certain methods of transmission which on paper are well enough, they one and all involve other points in construction which adversely influence adoption on the present-day machine.

"The fact is, the motor bicycle has ar-

rived at a stage where it must of necessity cease to be so much of a bicycle with a motor attached, as a completely re-designed machine in which the perfected motor is incorporated in the most advantageous position, having regard to cooling effects, stability, strength and durability.

"In the earlier motor bieycles a small compact motor of about 1 h. p. was considered sufficient, and this type could well be fitted to a bicycle without involving any serious departure from cycle-building practice. Then came the 1½ h. p., and in order to still keep this within the limits of the ordinary cycle, the design of the motor itself had to suffer in the matter of lack of provision for hard wear and tear by an undue cutting down of many of the detail parts, chiefly in order that the motor might work somewhere within the crank radius and within the ordinary roadster width of tread.

"Although excellent performances have been accomplished on some of these 11/2 h. p. machines, it is commonly conceded by those who have had the greatest experience that the power must go still higher, and there is every indication that for the 1903 season a 2 h. p. or 21/2 h. p. will be demanded. The only alternative to this course is the adoption of some form of two-speed gear to the 11/2 or 13/4 h. p. engine, but a perfectly satisfactory gear of this description has yet to be evolved, and in any case it is by no means certain that with an air-cooled cylinder such a gear would be of much practical value, because immediately the low or hill-climbing gear was thrown into action the engine would race away at top speed, yet the cylinder would not be getting the necessary cooling effect by reason of the slow progress of the machine through the air.

"In any case, the position to-day is, that the hill-climbing power of the motor bicycle is insufficient, and will have to be increased, either by the adoption of two-speed gear or a higher-powered motor, and whilst it is not safe to prophesy with absolute confidence, it would seem that the higher-powered engine will carry the day.

"The objection commonly raised to a further increase in power is that, the power being in these small motors entirely dependant on piston speed, it rapidly falls as the engine slows down on climbing a steep hill, and that the increased power given at full piston speed cannot be utilized on the level. This in theory is perfectly sound argument, but the degree to which it is applicable practically is dependent on the precise design of the individual motor.

"We may increase the effective horse power of any internal combustion engine in three ways—first, by increasing the bore of the cylinder; second, by lengthening the piston stroke and consequently the leverage on the engine crank shaft, and third, by increasing the ratio of compression. Now, if we follow step by step the various moves in the evolution of the bicycle motor, we shall find that the majority of makers have sought to increase power chiefly by increasing compression, for this method of obtain-

ing increased power adds nothing to the weight of the motor, but as the compression is increased (other things being equal) so will the piston speed he increased. Therefore, as the excessively high piston speed is a disadvantage in severe hill-climbing, it would appear better to obtain power by one of the other methods, and work at a lower piston speed. This, however, brings us to the crux of the whole matter, for to work on these lines the motor must of necessity weigh more and occupy more room, hence the ordinary design of cycle frame is no longer suitable for a further increase of power; and, assuming the fleavier and more powerful motor to be a necessity, it is equally necessary that the frame of the machine should be strengthened beyond the mere substitution of extra stout tubing. All the sockets or connecting lugs, together with minor parts in bearings, etc., must be of increased dimensions if safety and durability are to be assured."

Sane View of the Situation.

The troubles of the American Bieycle Co. have naturally created a considerable wave of comment and supplied the basis for much editorial expression. Some of it is not calculated to help the bicycle, but here and there a sane view of the situation is taken and real common sense preached. Of this character is the following from the Chicago Record-Herald, which merits reproduction in other public prints:

"The troubles of the bicycle trust have led to expressions of wonderment at the collapse of the bicycle fad, but that had begun before the trust was formed, and there is no mystery as to its cause. The first of them was a reaction against the common American fault of overdoing things. Men and women half killed themselves by riding too far. Every pleasure trip became a pleasure exertion, in which the weaker competitors were painfully exhausted. An absolute disgust for the wheel followed among the victims, many of whom would never mount a wheel again after one such heart breaking and body racking ride.

"Another cause was the cheapening of wheels, which brought them within the reach of the plainest people and raised doubts among the aristocrats, who could afford to pay \$150 for a wheel. The incursion of the commoners came just in time to save the liverymen, who were about to expire, and brought back to the horse some of his old value.

"Another cause in many places was the detestable condition of city streets and country roads. Except on a first class road a bicycle is a sorrow, and the bicycle rider soon exhausts the delight of a few boulevards and an occasional highway that happens to be in fair condition. He wants variety and novelty without getting them at the cost of terrifically hard labor and of considerable bodily peril.

"It is said besides that the exercise is not

"It is said besides that the exercise is not as beneficial as some others, but under favorable conditions it affords a pleasant means of getting about and seeing town and country, and the probabilities are that the present reaction will be followed by a period of increasing and healthy demand for wheels. In fact, dealers and repair men say that this period has already begun."

THE BICYCLING WORLD

Racing.

Two motor bicycle races were run in connection with the automobile meet at Minneapolis Sept. 27. Ten men competed in the five-mile event, which was won by John Nillson (Holley) in 9 minutes. Thos. L. Bird (Mitchell) was second and W. Dokken third. The consolation event fell to V. Stormquist (Auto-Bi). The track was wet and heavy.

A cable from Berlin states that on Sept. 28 Robl, of Munich, defeated Jimmy Michael in an hour's race on the Friedenau track. Michael led up to the eighty-fifth lap, when his pace-makers' motor went wrong. After that he was unable to recover the lost ground.

Walter Sanger, one time champion, "tried his hand" again last week at Pabst Park, Milwaukee, but failed to make an impression. He was beaten by Woody Headspeth three heats out of four in a mile paced match race, the last heat being ridden iu 2:06 1-5.

Marcus Hurley easily won the two bicycle races which formed part of the athletic tourney at Vailsburg on September 28. His time in the half mile was 1:14; in the two mile handicap, from scratch, 4:54 4-5.

The racing scene has now shifted to the South, the first meet occurring in Savannah on Tuesday last. On that occasion Jay

Eaton beat Turville in two straight heats of a three-mile race-times, 4:41 3-5 and 4:35 and Walthour easily ran away from Gns Lawson in the first heat of a five-mile race, when rain fell and caused a postponement, Time, 7:36.

Tourist Cars on the Nickel Plate Road.

Semi-weekly transcontinental tourist cars between the Atlantic and the Pacific coasts are operated by the Nickel Plate and its connections. Tourist cars referred to afford the same sleeping accommodations, with same class of mattress and other bedclothing, that are provided in the regular Pullman sleep-Ing car service. These tourist cars leave Boston on Mondays and Wednesdays, and leave San Francisco on Tuesdays and Fridays. Berths in these tourist cars are sold at greatly reduced rates. Conveniences are offered without extra cost, for heating food, or preparing tea or coffee, affording every facility for comfort on a long journey, especlally for families travelling with children. Lowest rates may be obtained always via the Nickel Plate Road for all points in the West. For special information regarding all trains on the Nickel Plate Road, including these tourist cars, consult your nearest ticket agent, or write A. W. Ecclestone, D. D. Agt., 385 Broadway, New York City, ***

"Defects (in motocycles) and How to Remedy Them." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York.

The Retail Record.

Brentwood, N. Y .- John Haberman opened store.

Westport, Conn.-Fred Kemper closed store.

Windsor, Conu.-August Pouleur closed store.

Livermore, Cal.—Crane Brothers succeed H. R. Crane.

Cazenovia, N. Y.-Hoffman & Weaver have closed store.

Ashtabula, O.-Charles A. Williams succeeds C. L. Scrivens.

Washington, D. C.—Essel R. and Cordelia T. Maxwell assigued. Liabilities \$822.11, assets \$774

Mauitowoc, Wis.-Manitowoc Cycle Works closed on chattel mortgage for \$1,200. Assets between \$3,000 and \$4,000.

New York, N. Y.-Cycle Checking Lock Co., Alfred J. Johnson appointed permanent receiver. Assets and liabilities not given,

Burnham, Pa.-Freed & Glegg, shop partly wrecked by explosion.

To Protect Tourists.

For the benefit of foreigners the Touring Club of France has decided to erect sign posts at all dangerous gradients on roads with indications that can be understood by cyclists of all nationalities. Arrows painted ou the sign mean, if diagonal, go slow; if vertical, to dismount; if horizontal, that there is a dangerous curve in the road,

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The Week's Exports.

The exports to Africa were easily the feature of last week's manifest; they attained a value of nearly \$13,000. Only England and Denmark took any other considerable parcels, the record in detail being as follows:

Antwerp.—Five cases bicycle material, \$280.

Amsterdam.—One case bicycles, \$30; four cases bicycle material, \$25.

British West Indies.—Twenty cases bicycles and material, \$568.

British Possessions in Africa.—One hundred and fifty-nine cases bicycles and material, \$12.883.

British Guiana.—Five cases bicycles and material, \$109.

British East Indies.—Seventeen cases bicycles and material, \$968.

Cuba.—Two cases bicycle material, \$21.

China,—Two cases hicycle material, \$156. Central America.—One case bicycles and material, \$23.

Christiania.—One case bizycles, \$25.

Copenhagen.—Two hundred cases bicycles, \$2,000; four cases bicycle material, \$142.

Dutch West Indies.—Thirteen cases bicycles and material, \$189.

Genoa.—Eleven cases bicycle material, \$233.

Hong Kong.—Eight cases bicycles aud material, \$510.

Hamburg.—Fifteen cases bicycles, \$156; thirty cases bicycle material, \$607.

Havre.—One case bicycle material, \$10.

Liverpool.—Forty-two cases bicycles, \$881; three cases bicycle material, \$215.

London.—Forty-four cases bicycles, \$1,700; twenty-five cases bicycles and material, \$1,287.

Mexico.—One case bicycle material, \$54. Southampton.—One case bicycles, \$65; eighteen cases bicycle material, \$834.

Uruguay.—Nine cases bicycles and material, \$319.

Trolley Car Pacing.

Attention was recently called to the dangers of the practice some bicycle riders have of hanging onto motor bicycles. There is also the practice of riding behind trolley cars, which is open to severe criticism as well, a recent case in point being the killing of a bicyclist in San Francisco.

The rider, he was a boy, was trailing in the rear of the ear and suddenly emerged in front of another in an effort to forge ahead. He was following a practice more than ordinarily common, it seems, among the wheelmen of that town. Many accidents have resulted from it, and many more have been averted by the narrowest margins.

Responsibility for such accidents cannot be attached to the motormen. They can have uo knowledge of the cycling trailer in the rear of an approaching car on the other track, and there is nothing that is calculated to so shatter the nerves of a motorman as the sudden emergence of a cyclist from the rear of the car he is passing, and his appearance in front of his own car.

Then, again, the danger from such a source to street-car passengers alighting is ever present. It is also a standing menace to the safety of every pedestrian on the street crossings. At any moment one or more wheelmen may suddenly shoot from the rear of a passing car and run down the person on the street crossing before he has time to get out of the way.

Alloy of Aluminum and Antimony.

The extensive use of aluminum in the construction of motor bicycles and the possibilities of its even wider use as it is better understood gives interest to the following from the Aluminum World:

Aluminum and antimony both melt in the neighborhood of 630 degrees Cent. (= 1,165 degrees Fahr.), yet the alloy Al Sb, containing 18.87 per cent of aluminum and 81.13 per cent of antimony, melts only at 1,080 degrees Cent. (= 1,975 degrees Fahr.), which is a most market exception to the general rule that alloys are more fusible than the least fusible metal they contain.

Another general rule is that alloys have a smaller volume than their uncombined constituents, or, in other words, are heavier or denser than their theoretically calculated specific gravity. Edmond von Anhel has examined the alloy Al Sb in this respect, and finds that it is phenomenal in respect to its density as well as in its melting point. Its calculated specific gravity is 5.225, which is the density it would have if its ingredients alloyed with no contraction or expansion of volume. Its true specific gravity is 4.218, at 16 degrees Cent.

This shows a large expansion of volume during alloying, and is thus a marked exception to the general rule that alloying is accompanied by contraction. To put the figures in another way, 7.07 cubic centimetres of aluminum alloying with 12.07 cubic centimetrese of antimony, produce 23.71 cubic centimetres of alloy.

Here's the Latest Reason.

There have been many reasons given for the falling off in the sales of bicycles from the days of the boom, but the most unique we have heard is that the bicycle has had its lowering in sales for the reason that for three years past the number of patents issued on bicycles and bicycle improvements has been rapidly decreasing, so that for the past year only a very few applications have been made.

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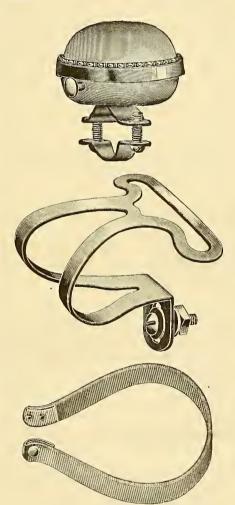
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CATALOG-TIME

is approaching, which means that another opportunity will be presented to the few who during the past year failed to list and make the most of

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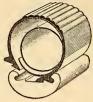
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The Week's Patents.

709,463. Chainless Bicycle. Frederick Booth, Tefft, Ind. Filed October 14, 1901. Serial No. 78,642. (No model.)

Claim.—1. A bicycle having one of its lower frame bars extended rearward from the rear axle, a driven gear upon the rear hub, a driving gear mounted on the extension and meshing with the rear of the driven gear, and a lever fulcrumed for reciprocatory movement upon one of the frame bars and having one end in engagement with the driving gear and the other end in engagement with one of the pedal cranks.

709,479. Coaster Brake. Charles Glover, New Britain, Conn., assignor to P. & F. Corbin, a Corporation of Connecticut. Filed June 11, 1901. Serial No. 64,096. (No model.)

Claim.—1. In a device of the character described in combination, an axle, a wheel hub, a driver, a worm carried thereby, internally threaded sleeve mounted on said worm and co-acting therewith, a brake and a brake actuator, clutch devices separate from the sleeve and between said sleeve and said hub and between said sleeve and said brake actuating means for independently connecting or disconnecting the driver with said hub or with said brake actuating means, 709,549. Motor Attachment for Cycles.

Leonard M. Meyrick-Jones, East Dereham, England. Filed September 20, 1901. Serial No. 75,777. (No model.)

Claim.—1. The combination of two bicycles, a set of clamps engaging their frames, a second set of clamps adjustably carried by the first set, and a motor frame carried by the second set of clamps.

709,550. Motor Attachment for Cycles. Leonard M. Meyrick-Jones, East Dereham, England. Filed January 21, 1902. Serial No. 90,653. (No model.) Claim.—1. The combination of two bi-

Claim.—1. The combination of two bicycles, a framework connected to the frame of both bicycles by clamps and coupling them side by side at a distance apart, a road wheel carried by the framework and a motor driving this wheel also carried by the framework.

709,588. Cycle Rest. Hans U. von Troschke, Hanover, Germany. Filed December 16, 1901. Serial No. 86,117. (No model.)

Claim.—In a cycle rest the combination of a clamping part adapted to be secured to the frame tubing close to the crank axle bearing, a pin journaled in said clamping part, a hifurcated rest composed of two legs symmetrically bent out of the middle plane of the cycle, said legs being pivoted on said pin, cross braces connecting the bent legs of the said rest, an extension of the said clamping part adapted to partly surround the crank axle bearing, a clamp forming the end of the said extension adapted to be clamped about the frame tube supporting the saddle or the legs of the rear wheel fork, a helical spring, secured with one end to the upper cross brace and with the other end to the said extension clamp, and a wire, chain, cord, or the like, attached to the lower cross brace, guided through suitably arranged eyes or rings and adapted to be secured with its upper free end at different heights to the frame tubing, the parts being constructed, arranged and working, substantially as and for the purpose set forth.

709,679. Bicycle. Charles H. Ocumpaugh, Rochester, N. Y. Filed April 29, 1898. Serial No. 679,184. (No model.)

Claim.—In a bicycle, the combination of a pedal shaft, the cupshaped wheel having an interior sleeve fixed to the shaft and a concentric rim, rollers journaled to revolve wholly within the cupshaped depression of the wheel near its mouth, the ends of the rollers being mounted in the sleeve and rim, and a disk shaped wheel having radially arranged pin rollers to mesh with the rollers of the cup wheel, substantially as described, 709,718. Bicycle Frame. Robert F. Monahan, Buffalo, N. Y. Filed September 20, 1901. Serial No. 75,676. (No model.)

Claim.—1. A bicycle wheel frame, having resilient frame bars extended between the saddle post and the rear axle, and a brace extending between the resilient frame bars and the saddle post.

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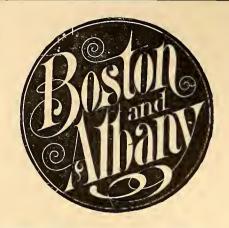


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The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVI.

New York, U. S. A., Thursday, October 9, 1902.

No. 2

FOURTEEN ARE DROPPED

L. A. W. Administration Ticket Sadly Depleted by Declinations—Independents Act.

The campaign which is being waged in the New York Division, L. A. W., and which has done much to re-arouse a degree of interest in the organization, has taken an almost sensational turn, suggesting a semi-collapse of the regular ticket.

Although for vote-catching purposes the present administration has been struggling hard to make an eleventh-hour show of activity, its real impotency was uncovered this week when it was compelled to drop no less than 14 candidates from its ticket; the men declined to accept the nominations or to pay the small election assessment which the regulations impose.

That the startling and unexpected lack of strength and influence on the part of the ruling regime, which the situation discloses, will redound greatly to the benefit of the Oatman or independent candidates who are seeking to restore life and purpose to the L. A. W. cannot well be doubted.

Of the regular nominees who declined to stand for office, two are from New York and one from Brooklyn. All other districts of the State are entitled to but one representative each. Those left vacant by the declinations are the 7th (Newburg), 8th (Albany), 10th (Saratoga), 11th (Cortland), 12th (Oneida), 13th (Onondaga), 14th (Oswego), 15th (Elmira), 17th (Rochester), 20th (Cattaraugus).

The independents on the other hand have found a loop hole in the regulations which they believe gives them a fighting chance to elect additional candidates who are in sympathy with their effort to awaken the organization. The loop hole in question permits members to insert in the ballots the names of whoever they may desire to vote for. Taking advantage of it the independents have issued a call urging that in addition to their regularly nominated candidates, written votes be cast for the following: 1st District, E. Lee Ferguson and Chas. P. Staubach, New York; 2d, H. P. Macrery, Brooklyn; 3d, C. W. Coleman, Patchogue; 4th, Edward Gerbereux, Yonkers; 8th, Harry W. Smith, Albany; 12th, Robert Bruce, Clinton; 17th, J. Henry Sager, Rochester.

Ferguson and Macrery were originally on the ticket, but were disqualified on technicalities. The nomination of the others had been intended, but through a misunderstanding were held until too late for them to be printed on the ballots.

200 Miles on One Gallon.

Going for a motor bicycle endurance and economy run on Sept. 17, J. Van Hooydonk on a London, England track covered 200 miles in 6h. 42m. 52 2-5s., and used just one gallon of gasolene. One short stop was made to tighten the belt, which robbed the event of its non-stop feature. The affair was run under official timing and judging. The motor was 2%x2% inches, bore and stroke.

In one hour 29 miles 600 yards were covered. In three hours 87 miles 100 yards. Six hours, 177 miles 1,550 yards, and in the last hour 30 miles 1,550 yards was the score, the last mile being ridden in 1m. 49 45s.

Linscott Enlarges.

J. M. Linscott has just given additional evidence of the prosperity that has attended his management of the Boston Cycle and Sundry Co. He has leased the old Shoe and Leather Exchange, at 47 Hanover street, Boston, and will use it as a wholesale establishment only, still retaining the retail store at No. 7 on the same street. In the face of these moves it seems almost superfluous to add that Linscott has enjoyed an unusually good year.

Penrose Retires.

Morris Penrose having retired from the jobbing firm of Penrose & Clark, Boston, the style is now A. G. Clark Co., with offices at the same address; the new firm will continue to represent the Pennsylvania Rubber Co. in New England.

Ban on Motor Bicycles Withdrawn.

The management of the automobile show at Madison Square Garden have rescinded the order excluding motor bicycles; the presure was too strong to be resisted.

WILL FIGHT BANKRUPTCY

American Cycle Mfg. Co. Resists Attempt and Moves to Untangle Receiverships.

Ambitious Chicago lawyers appear bent on "piling the agony" on the American Cycle Manufacturing Company. Following the successful effort of one legal firm in having appointed and placed in charge a conflicting set of receivers, another Chicago attorney has now secured the signatures of a sufficient number of minor creditors and is aiming to throw the company into bankruptcy.

The latter attempt took form last week when a petition alleging insolvency and asking that the American Cycle Manufacturing Company be adjudged a bankrupt was filed in the United States District Court for the Northern District of Illinois. The petitioning creditors and their claims are: Badger Brass Mfg. Co., \$400; Bennett & O'Connell Co., \$490, and the Advance Packing & Supply Co., \$9.39.

Immediate steps were taken to fight the bankruptcy proceedings and they will be disputed at every step; the officials of the company maintain that there is no questien about its solveney. Steps have also been taken toward the ousting of the receivers now in control in Chicago, and the substitution of those first appointed and who failed to qualify in time-Messrs. Pope, Coleman and Miller. This move will take the form of an appeal from the decree appointing Messrs, Rhode and Whitney, and praying their removal. As, however, the law requires that 30 days' notice of such appeal be given, it is obvious that the administration of Receivers Rhode and Whitney cannot be terminated for some little time.

Joins the International Staff.

Morris Penrose, who recently retired from the firm of Penrose & Clark, Boston, has joined the staff of the Intnernational A. & V. Tire Company. He will have charge of the company's New-England branch in Boston when it is opened, probably next month.

Having previously engaged such well known men as S. G. Rigdon and J. C. Matlack, that the International people are gunning for big game is evident.

THE BICYCLING WORLD

UP TO THE MAKERS

Jobbers' Proposals Submitted and Meet With Favor—One Dissenter's Views.

During the current week the resolution adopted at the Albany meeting of the New York State Association of Jobbers of Bicycle Supplies was formally transmitted to the manufacturing trade. Speaking generally it has been well received. It is only here and there a dissenting note has arisen. The dissenters take the ground that if they agree to the jobbers' proposal the latter should agree to catalogue their goods. The situation was discussed in several man to man talks at Albany.

"My idea of a jobber is that he constitutes or conducts a supply house, and a supply house to my notion should catalogue and supply whatever the market affords," is the fashion in which one manufacturer's representative summed up his views. "It does not seem exactly proper for jobbers to push one brand of goods to the exclusion of another," he added.

When this opinion was carried to a metropolitan member of the Jobbers' Association he thought for a moment and said:

"The jobber does conduct a supply house and does catalogue and supply that for which any demand exists. He can scarcely be expected to list unknown or little known goods or those for which there is no call. He knows best the wares that are in demand and they are usually to be found in his catalogue.

"Some makers appear to think it is the business of the jobber to create a demand for their goods. Why the idea should prevail I cannot imagine, but it does prevail in several quarters. As supply houses we keep in stock those articles for which a demand exists, and when a thing is neither catalogued or stocked it is pretty good evidence that there is no call for it. It is the manufacturers' duty to create a demand for his productions, not ours. We can cularge the demand but there is no justice or reason in expecting us to start it.

"I suppose there are some manufacturers whom we cannot hope to have fall in with our proposals, but I have yet to hear of one who has not agreed to them, and though it may appear that they are giving much and receiving little or nothing in return, they certainly are obtaining the good will of the jobbers, and though it may be intangible, good will usually counts for considerable in the long run."

The full text of the resolution adopted at Albany which was withheld at the time is now public property. It is as follows:

Resolved. First, That we carnestly request the manufacturers of bicycles, bicycle parts, sundries and tires from whom we buy, to refrain from selling their goods in New York State to any individual or firm not included in the lists above given except at an advance of at least — per cent. above jobbers' prices; names may be added to the list from time to time by the Executive Committee of this association; and

Resolved, That we sincerely agree among ourselves to refrain from cutting prices of any goods now sold under contract; and

Resolved, That we should be glad to see all goods sold under similar contracts which shall provide a margin of at least — per cent to us jobbers; and

Resolved, That the members of this Association will give preference to, and push the sale of goods manufactured by firms who will make and maintain an agreement with us, and who establish selling prices which pay us as jobbers a satisfactory profit.

In the case of any substantial dissent on the part of manufacturers, which does not now appear probable, there exists a conference committee of three members of the Jobbers Association which was provided for to meet such a contingency.

Unique Advertising Scheme.

A Missouri merchant took three new silver coins-a dime, a quarter and half-dollar-and stamped his initials on each one. He then put these in circulation through separate channels. After a week he took liberal space in his daily paper and advertised to give \$10 in gold for the return of each one of the coins. The consequence was that he had everybody for miles around examining their money. He claimed that every time a man, woman or child in his territory came into possession of coins of this denomination they at once looked for the initials, and while doing so unconsciously thought of his store. The rather strange part of it is that, although this offer has been made for nearly a year, not one of the coins has been returned.—Ex.

Haudlebar Fashions.

There is probably no other part of the modern bicycle which undergoes so many changes of fashion as the handlebar. In the course of years it has been seen in all widths, curves and shapes. Some of these are copied from the particular patterns affected by successful racing men, while a few of the more extravagant forms are purely whims of fashion.

As a matter of fact, many are coming back to the belief that the most comfortable bar for general purposes is a plain flat one, with the grips at approximate right angles to the stem, and wide enough to comfortably clear the knees. It should be adjusted at such a height that, with a slight forward poise of the body, the paims of the hands can rest on the grips with the arms quite straight.

Making up 3000 Motors,

The point to which the small motor has come abroad can be judged when it is stated that a combination of an English and a French maker has now in hand the construction orders for 3,000 bicycle motors.

UP TO THE JOBBERS

One Manufacturer Submits a Proposal of his Own—Shows how Profits may be Made.

The unavoidable absence from the recent jobbers' meeting at Albany of a prominent sundry manufacturer deprived that gathering of having laid before it a proposition which would doubtless have proved one of the most interesting subjects presented.

His idea was worked out only after mature consideration and the taking into account so far as possible the many sides of the question, and with the object of provoking full and frank discussion. As the proposal, which has since taken letter form, states, the contention of the jobber has been that there was no money in pushing standard sundries on account. of their being cut to pieces as "leaders," etc.

By his plan the manufacturer in question hopes to put the issue squarely up to the jobber himself. He does not attempt to arbitrarily set a minimum price at which his goods must be sold, but makes it so great an object to the jobber not to go below a specified price that he cannot well afford to do so.

It is a very interesting proposition and one that should bring out discussion.

The letter itself follows:

"Owing to the almost general complaint by the leading jobbers that they were unable to make enough profit in selling - to warrant any extra effort in pushing the sale of same, as against other makes, even though they concede them 'the best - on the market' we propose with their aid to establish for the season of 1903 a minimum price at which --- can be sold, the faithful maintenance of which will guarantee a reasonable profit to jobbers cataloguing and stocking them. This minimum price is — subject to not more than 2 per cent for cash. Firms having a greater cash discount must arrange prices in accordance with the above, so that their net price or prices, less their cash discount, shall be --- and no less. Any case of violation of this selling price, either by printed matter or by sales by travellers uninformed of this price, will not be acceptable as an excuse.

"The lowest prices for the season of 1903, ending Sept. 15, 1903 on — to recognized jobbers, will be — and at the end of the season or Sept. 15, 1903, providing we cannot furnish proof that you have sold — at less than —, we will rebate you by cash remittance — for all taken between Oct. 15, 1902 and Sept. 15, 1903. If, however, we can submit proof of you or any jobber selling — at less than —, you or they will not receive the above rebate, which is entirely conditional upon the maintenance of a — net price each.

"There are no stocks of our goods in jobbers hands at the present time, so this plan will work no injustice. The entire plan is for the purpose of securing our jobbers a legitimate profit and a faithful maintenance of it means that we pay them —— out of our profits, and is positively not to induce further cutting in prices, but for the sole purpose of interesting the jobbers in an increased sale of ——, to their profit.

"We are doing this in an earnest endeavor to correct a rank abuse in the trade, and your faithful and honest co-operation can only result in increased profits to you, and we shall expect you to aid us whenever possible in supplying proofs of other jobbers selling at better prices than —, for experience has taught us that we must have co-operation to succeed.

"Should any jobber cut above mentioned selling price, we guarantee he will not receive the rebate and by so doing he will be selling at no profit and proving that he will not take and does not want a profit."

Sees a Spring Frame Boom.

"I have never at any time been able to obtain from an opponent of spring frames a theory of any kind which attempted to account for the alleged loss of power sustained by using a frame insulated by springs," says a man who sees signs of a boom in spring and cushion frames. "Pursued down to its source, all this fatalism seems to rise in the assertion of an engineering theorist that the transmission of power through a yielding medium necessarily involved a loss of power. It has always seemed amusingly absurd to me that that very sound proposition should be tortured into a condemnation of the spring frame. What it constitutes is a condemnation of such contraptions as the spring gear wheel and other such "freaks."

"To argue that, in the cycle, the power applied by the rider goes through his machine to the ground in such a manner as to warrant the acceptance of that disability against spring-hung frames, is simply rot. Some prominent men have subscribed to it, and the spring frame has greatly in consequence been tabooed by the only class of cyclist who could fairly prove its value—the racing man. Perhaps if the racing man could have been offered a spring machine within a reasonable weight of his rigid frame, he would have ventured ere now. But when he was asked to saddle himself with ten to twelve pounds as a start, it is little wonder that, like the Levite, he passed by on the other side. And then the pneumatic tire smoothed away much of the road vibration bogey, and saddles were improved, until people began to wonder why anybody should desire a spring frame at all.

"But the reaction in size of tire and weight of material, and the discovery that comfort and speed did not go hand in hand in tire construction, has been working for the spring frame. Also the growing conviction that we have progressed so far toward finality in rigid frame construction that it can be safely left where it is, and others searched for the novelty which the moneyed public ceaselessly demands in cycling.

"These are the reasons for the recrudesence of interest in spring frames which, I think, I can see looming ahead,"

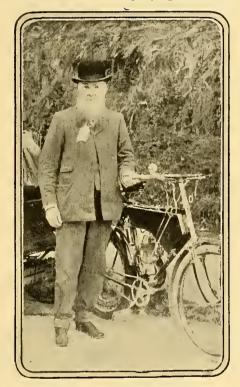
REFINING THE MOTOR

An Effort in That Direction That has Removed Many Possible Sources of Trouble.

There is a foreign motor known as the Æcles made for bicycles, in which there are no bolts, nuts or pieces of any kind which can come loose inside the cylinder or crank case. The flywheels are drop forgings, having the crank shaft and crank pin forged in one piece with them. The gudgeon pin is held in its place without the use of the usual

J. B. Dunlop as a Motor Bicyclist.

Although he ranks high as a benefactor of mankind, James B. Dunlop, the inventor of the pneumatic tire, is rarely pictured—a fact which makes the accompanying illustration,



from a photograph, taken only last month, of unusual interest, which is heightened by his appearance as a motor bicyclist. Despite his sixty-two years, Mr. Dunlop is "no slouch" in the handling of his machine.

troublesome set screw. The shafts, pins, etc., are hardened and run in phosphor bronze bearings. The crank case is of hard aluminum.

The cylinder, combustion chamber and valve chest are of cast iron, cast in one piece, with suitable radiating ribs. The cylinder is fixed to the crank case without the use of bolts. There are projections around the bottom of the cylinder which engage in a groove in the top of the crank case. The cylinder is screwed above this projection, and a large ring nut is provided, which firmly binds the crank case and cylinder together. This ring nut is so made at its lower end that it encircles the top of

crank case and presses it against the cylinder.

The two to one gear is of steel. The wheel, cam and pin are in one piece, and the pinion is fixed to the crank shaft by flats, not keys or screws. The case for the two to one gear lies flush with the crank case. A projection on the outside of it forms a very substantial guide for the valve rod.

The contact maker is of the simplest form, and strongly made. Its cover can be instantly removed, as it is not held on by any nuts or screws. The driving pulley has a D hole fitting on a D provided for it at the end of the crank shaft. The motor is supported by a U shaped steel bracket, the ends of which fit over the main bearings and are firmly held there by a nut on each. This bracket can be swung around the crank case to any position required, and any form of lug to fit the cycle frame can be fixed to its base. There is a boss at the top of the motor provided for a stay or lug, which can be fixed to any convenient part of the bicycle frame.

What an Ad. Does.

The advertisement is not a clerk and cannot sell goods of itself; as well claim for it the power and the act of manufacturing goods, says Printers' Ink. Its duty and limitation are to give publicity. This it can do and does with any person, place or thing. It is all that should be expected of it and is enough and plenty. It lies with the person, place or thing advertised to do the rest.

The Parts In a Motor.

To show how easily the initiated may become confused, attention is "called to the fact that no less than 139 parts are tabulated in an illustrated dictionary that is being issued by the maker of small motors for the convenience of buyers. This idea of helping buyers in the particular form taken is a most noteworthy one that could be well copied by other makers.

Who's the American Maker?

Cycling of London claims to know an American manufacturer who imported three English bicycles in order to post himself on all that is latest and best in cycle construction. It does not occur to the Britons that the bicycles may have been brought over—if they were brought over—as curios.

Big Profits in Parts.

The Birmingham Small Arms Co., the largest manufacturers of parts and fittings in England, have declared a dividend of 20 per cent. Their profits for the year amounted to \$465,245.

Adding to the Burden.

Press reports make it appear that the trailer is having a considerable vogue abroad; it is being used not only with motor bicycles but with motorless ones.

SATISFIED CUSTOMERS OUR BEST ADVERTISERS

NATIONAL CYCLE MFG. COMPANY, Bay City, Mich.

September 25th, 1902.

Dear Sirs:—I am still riding the National Chainless on which I made the present record from New York to Buffalo a year ago last month. It looks tough on account of constant use and little care. It is tough because it has stood the racket and runs as nice as when it came to me new. All my National customers are fully as well satisfied. Yours truly, E. A. PAYNE.



NATIONALS ARE RIDDEN EVERYWHERE.

It's worth something to a dealer nowadays to have an established line of bicycles like the NATIONAL; one of whose continued production there is never any doubt. Wideawake dealers recognize this fact. Don't be too late for 1903.

National Cycle Mfg. Company,

BAY CITY, MICH., U. S. A.

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WASHINGTON, 427 10th St., N. W. SAN FRANCISCO, 114 Second St.



In which is Incorporated "The Wheel" and the "American Cyclist."

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, OCTOBER 9, 1902.

Preaching the Right Doctrine.

"If good bicycles at less than the cost of manufacture are what people want, then they ought to glorify the bicycle trust."

This is the sharp and intelligent retort which the Hartford (Conn.), Times makes to one of the hundreds of unthinking or uninformed editorial critics to whom the embarrassment of the American Bicycle Company has been a source of peculiar inspiration. The downfall of a "trust" is not an every day affair, and when it occurs pens must make the most of it.

The Hartford Times, however, states the case fairly. In addition to the foregoing excerpt it says:

"What is the real source of the financial weakness and farure of the American Bicycle Company? Merely this, that every year since it started in business, it has beneficently handed to the American people forty or fifty thousand bicycles at less than the cost of making them. The managers have done this in order to compete with their in-

dependent rivals. They have carried over from season to season those thousands of bicycles and have thrown them on the market at the opening of each season, with the result that prices have been broken down and it has not been possible for anybody to make any money in the bicycle business."

While the statement "no one has made money in the bicycle business" is to be accepted as a figure of speech, the broad general assertion is nearly correct, and did The Times and other papers care to shed further light, and light that is directed ahead, not behind, they might add that in all human probability American people will never again be able to purchase bicycles so cheaply. Those makers remaining have about learned their lesson. They must get more money for their goods if they would live; and the desire to live is still paramount.

Creating a "Leader."

Some dealers are so fortunately situated that they can swing their trade over to almost any make or type of machine which it serves their interests to push.

This power is not always used in the best way. The dealer may be tempted by the low price of a certain machine, and give it the preference over another much superior, but costing him more. If the former is bad the dealer's course reacts upon himself, for an unsatisfactory wheel means a dissatisfied customer. It is the foolish dealer, therefore, who suffers in the end by reason of such a policy.

But many times the power referred to is used more wisely. The dealer is sincerely desirous of trading in the best goods only, and he lays his plans accordingly.

The policy of selling not only the best makes of machines, but the best models of these makes as well has often been lauded. Its wisdom loses none of its force because it is not always adopted, because the dealer feels that he has to give his customers what they ask for and appear to want, rather than to persuade them to take what he knows is good for them.

We have in mind the case of a dealer in a good sized town in this State who has during the past season carried the policy referred to to a commendable extreme.

He has made the bulk of his sales of chainless, cushion tired, coaster brake machines.

He began by persuading a few influential customers to try machines of this kind. They were pleased with them, and by taking advantage of this fact, and keeping to the line started upon, he managed to turn all his better class of trade in the same direction.

The result is that in that town and surrounding country machines of the sort referred to are conspicuous by their presence.

Go where one will they confront one, and utterly without exception their riders are perfectly satisfied, and pleased that they paid a little more money and got what they now admit is the most approved type.

Such a feat as this is not always possible. Customers frequently have wills of their own, and are not easily turned from their preconceived opinions. But a greater effort to start things going in this direction is almost certain to bear some fruit.

Our Export Trade and Others'.

During the first six months of this year Germany's export cycle trade attained a value of \$2,450,000 or \$625,000 more than the same period of last year.

During the first eight months, England's foreign trade in cycles amounted to \$2,-345,000, an increase of more than \$500,000.

During the same period the United States' shipments abroad were valued at \$2,627,000, an increase of but \$112,000.

While any increase is better than none, our gains are unworthy of the nation which once led all others by millions-not thousands-of dollars. It is belittled also by the fact that we are constantly sending bicycles to England and Germany while they are sending none to us. We have no foreign competition to reckon with. With practically everything else in our favor, the situation is little short of amazing. It may be attributed to a diminution of aggressiveness on our part, but as we once before stated we are of opinion that our cash-against-bill-of-tading-policy has not a little to do with the ease. When rivals are able to extend credit it would seem that we should prove equal to the emergency. The fact could not be made plainer than the figures make them.

Improving Motor Bicycles.

The self-propelled bicycle as developed to date is past the experimental stage, but to state that it is perfect would be doing injustice to the capabilities of the scores of inventors and developers who are smoothing off the rough edges and making better and simpler wherever in their judgment there may be a chance for improvement, so we may expect refinement from time to time just as we experienced in the man-propelled bicycle.

The old ordinary of 1880 was a commer-

THE BICYCLING WORLD

cial article, but it required nearly twenty years to perfect it. While this process of refinement is going on, the rider is perhaps the most important factor, for he furnishes the cash with which to encourage the manufacturer and dealer. He suggests improvements from actual needs learned by experience, and he furthermore encourages others to join the ranks.

Next in importance is the reliability of the motive power and its application. We know of nothing which will discourage the enthusiast so much as the failure of his motor to operate and yield its normal power. This subject is most exhaustive and should occupy the greatest attention. The builder should use every effort to make his power reliable, and as far as possible proof against derangement, causing temporary loss of power.

While weight is not a material hindrance so long as the motor is doing the work, nevertheless it is important to have the machine as light as is consistent with ample strength. Considerable exertion is expended in handling a cumbersome motocycle while storing away or getting ready to ride.

Lightness, however, should not be indulged in at the expense of propelling force. It has been the belief quite generally that the duty of the motor was to assist in climbing grades and pulling against head winds. This is a mistaken idea. The motor should be capable of doing all the work, the assistance should only come from the rider in extreme circumstances.

Handicapping Motocycles.

An English maker of motor bicycles has been trying to evolve a system of handicapping these machines and he points to the dimensions of the cylinder as the proper basis of allotment.

Mechanically he may be correct, but in addition to this is the upsetting fact that two leg driven bicycles made of parts from the same tools and jigs, and under the same roof differ in the "life" they have to an extent beyond the fine splitting of straws. Duplicate bicycles do not of necessity ride with equal freedom. They do in mere theory; in practice they very often do not.

This same individuality is also notably marked in such every day uses as the locomotive, and that it is particularly marked in the motor bicycle where parts are multiplied over those of the leg driven bicycle, tenfold numerically and a hundredfold in degree of delicacy, is not to be wondered at when thought is given the matter.

Two nominally identical motor bicycles built by even the same workman and driven by the same expert would perform differently, and while mechanical dimensions may impress one, particularly the technically inclined, as the correct basis for figuring out starts, they come far from covering the absolute conditions,

After all is said and done it seems as if the "doing" resolves the matter into the old fashioned scheme of relying on previous performances. It may be argued that performances may vary with local conditions of the motor at various times. These same conditions, however, rise with bicycle racers, and the handicapper takes this into consideration one way or another.

After all there are matters of design, such as the percentage of compression space, that seemingly are overlooked by the advocates of bore and stroke handicapping. We have in mind two motors, one of which has but three-fourths the piston sweep capacity of the other, yet it is admitted that the smaller motor can drive its bicycle at a speed that will run away from the bicycle having the motor with a larger bore and stroke. The maker of one believes in high compression, while the other maker has advocated a lower compression.

The fallacy of dimension handicaps was well illustrated in the recent English cup handicap races where this system was used. A handicap for motor bicycles is for machines that do not get more tired in ten miles than in five, and if a handicapper has evolved an accurate start for five miles his correct allotment for ten miles would be exactly double, provided that each race had a flying start at full speed. But the handicapper at the Crystal Palace gave the same rider 4 laps 300 yards start in five miles, and 14 laps 490 yards start in ten miles; on a three lap track, the latter allotment setting an ideal, unknown, nonexistent scratch man the pleasing task of beating sixty miles an

The editor of The Newark (N Y.), Courier should have his head examined. Listen to this extract from a half column of the poor fellow's rayings:

"Taken as a whole, the bicycle has proved to be the most wicked and silly innovation that has ever been introduced in this or any other country. It has been all along, and is still, a mere fad, a phantom, a folly. There is no substantial value in the contrivance. It is a mere plaything, and it has proved to be shortlived, like playthings gen-

erally. When it was new princesses and ladles of fashion rode the wheel; now it is confined to workingmen and boys who ride to and from their work. A few girls still own machines, but generally they are ashamed to ride them and prefer walking. There is nothing in the world to urge in favor of the wheel but its speed—but speed at what a fearful cost!"

The "Notes of a Novice," published last week, appear to have struck responsive chords in many directions. "The 'Novice's' experience was my experience exactly; my motor bicycle came to hand minus instructions and with about every adjustable part wrongly adjusted," is the burden of a number of letters that have reached us. With the fact standing out so conspicuously that the motor bicycle needs careful "nursing" the conditions are inexplicable. Any manufacturer who will ship one without knowing beyond shadow of doubt that it will run and run properly, and that each and every part is sound and true and in place, and correctly placed, is simply injuring himself and retarding the day of active demand and real

We know dozens of riders in Europe, as well as in America, who, despite the high charges they have to pay on account of the prohibitive tariffs, find they are absolutely compelled to buy an English machine if they want one of the very best class and most durable quality.—The Cyclist.

Give us the names of even a single dozen of such American riders, and we will undertake to prove that they are not Americans at all, but merely Englishmen who are making better livings here than they could make at home. Their hides may appear American; their hearts are English.

The illustration of J. B. Dunlop and his motor bicycle and the personal experiences detailed by J. B. Coons, both of which appear elsewhere in this number, prove anew not only that there are some men whom age cannot wither, but indicate how the motor bicycle is enabling some of the old 'uns to almost renew their youth. Mr. Dunlop is sixty-two. Mr. Coons's age may be guessed by his almost touching remark: "The motor came just in time; my days for riding the foot propelled bicycle were about over," which in its way is as eloquent a tribute to the motor bicycle as has yet been paid.

The changeable gear is coming. The fact is becoming clearer each day. Makers may postpone it; they cannot well stay it.

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Agents wanted in every part of the United States to sell the celebrated

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HARVARD TIRE

and will make up tires for you under your own brand.

Let us know what you want.

BOSTON WOVEN HOSE & RUBBER CO., Boston, Mass.

THE BICYCLING WORLD

Grinding vs. Lapping.

A writer to an engineering contemporary in commenting on a process for trueing bottom bracket spindles after hardening, says:

"Whilst glancing through a recent trade catalogue I came across the following paragraph:

"The axles are hardened and tempered by a process which has been evolved by the experts of the company, and which insures a perfectly hard surface for the balls, while the other portion retains its natural elasticity. Moreover, the tendency to warp is reduced to a minimum, so that it is possible to finish the bearings by a lapping process which, while it renders the surface perfectly true, does not remove the hard surface, as in the case of the usual method of grinding with an emery wheel.

"The method of lapping is more usually associated with the practice of the tool room than with the ordinary repetition production."

"Now, with all due respect to the firm's method of finishing hardened spindles, I beg leave to say a few words on the above subject:

"In the first place, I don't see how it is possible, by lapping, to true a spindle which has warped in hardening, even if the amount be ever so small.

"It is, of course, a method commonly used to produce perfectly round work; but even in this connection, if the work be only a few thousandths out of shape, it is preferable to grind it, and if a polished surface is required then resort to the lap; but for most work the surface left by the emery wheel, properly used, is good enough.

"As to grinding taking off a large quantity of material, it is quite an ordinary thing to remove on a decent grinder, 1-10000 of an Inch. In my opinion, it is rather a poor sample of hardening that does not reach a depth of 1-16 in., and ordinary case hardening properly done will stand the surface grinding.

"In tool room practice hardened circular work, such as standard gauges, are usually ground to within .0005 in., and then copper lapped to size, but most certainly not lapped to rectify any warping due to hardening.

"I cannot make out whether the firm harden the bearing portions of their spindles, and leave centres and ends soft, or harden the whole surface, and leave the cores soft; but in either case I think, all points considered, that grinding is the preferable method of finishing such work."

From Hand Pump to Foot Pump.

What appears an unusually useful device has made its appearance on the English market—a small stirrup or base which may be clamped ou a hand pump and thus convert it into a foot pump. It is designed more particularly for use in inflating the larger tires used on motor bicycles, and as it is of a size and shape that may be carried in the tool bag or pocket, it is a roadside convenience that should meet with appreciation.

Waterproof Blueprints.

Those who have experienced the annoyance of having blueprints discolored and blurred by rain and moisture will appreciate a simple and inexpensive method of waterproofing the prints which renders them completely impervious to weather and water. The waterproofing medium is refined paraffine, and may be applied by immersing the print in the melted wax or more conveniently as follows: Immerse in melted paraffine until saturated a number of pieces of an absorbent cloth a foot or more square, and when withdrawn and cooled they are ready for use at any time.

To apply to a blueprint, spread one of the saturated cloths on a smooth surface, place the dry print on it with a second waxed cloth on top, and iron with a moderately hot flatiron. The paper immediately absorbs paraffine until saturated and becomes translucent and highly waterproofed. The lines of the print are intensified by the process, and there is no shrinking or distortion. As the wax is withdrawn from the cloths, more can be added by melting small pieces directly under the hot iron.

By immersing the print in a bath of melted paraffine the process is hastened, but the ironing is necessary to remove the surplus wax from the surface, unless the paper is to be directly exposed to the weather and not to be handled. The irons can be heated in most offices by gas or over a lamp, and a supply of saturated cloths obviates the necessity of the bath.

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Fox Brand Motorcycle Tires.

We have a Line of Bicycle and Motor Cycle Tires which will interest JOBBERS.

OUR ELECTROTYPES ARE NOW READY FOR 1903 CATALOGUES.

INTERNATIONAL A. & V. TIRE CO., - Milltown, N. J.

BONESHAKER TO MOTOCYCLE

And This Rare Old Timer Vows Motocycling Best of all—His Many Trials.

Editor of The Bieyeling World.

The "Notes of a Novice" in your issue of October 2 struck me so forcibly and recalled so many of my own experiences that I feel privileged to relate a few, despite the fact that I have passed from the novice stage to that of entire confidence in my motocycle. With gasolene, good batteries and cylinder oil, I feel entirely at ease, knowing that if roads are passable I am sure of a glorious ride with but little or no exertion.

I am an old rider of the bieycle, going back to the old velocipede, one of which I built and rode, as far back as 1867, and I haven't missed much in wheels since that time. I still retain the old wheel of 1895, as that has all the improvements that a foot power bicycle has at present, including changeable gear. The cyclometer points high toward 9,000 miles, and but for the motor bieycle it probably would have long since passed that mark; and yet the motor came just in time; my days for riding a foot-propelled machine were about over. But oh! the pleasure I get out of the motor-propelled bicycle. It far surpasses the pleasures afforded by the other bicycles. I can make a run anywhere from 40 to 90 miles and feel entirely fresh, nor am I soaked with perspiration. But I am alone as yet; there are no other motocycles here, but it will all be changed in the near future-of that I am confident. And now for my experiences:

My bicycle came to hand, crated, and with a few brief instructions, and those few not comprehensible to me, as you soon will see. I set it up, ready to start, had it jacked up, mounted, commenced to pedal, turned on eompression tap, twisted grip and—bang! a jerk backward and a dead standstill. looked over the instructions. They said to start the machine the speeding lever should be drawn as far back as it would go and then push forward until sufficient speed was attained. I had done that already. I mounted again, tried the same operation, with the same result. It never occurred to me to reverse the procedure and push the lever forward as far as it would go, but 1 kept trying, and the machine kept kicking backward. After an hour or two I finally gave it up. But the thing was on my mind and I thought it all out carefully. Finally I took out the plug, opened the gear ease so I could get the exact position of cylinder head, and found, by turning it over a few times, that the contact breaker formed the spark too soon, the charge being ignited before it had reached the top and been fully compressed. I studied it out, reversed the lever, and that made things right. A few days later I tried it again, got two or three explosions, and it started in right direc-

tion and then it quit. I kept that test up at times for a week, when I came to the conelusion that my battery was exhausted, as I had found it all turned on. Some busybody had looked it over and left it in circuit, as there was no plug. My instructions said take out screw in left grip when not in use. I had taken out the serew, but had not removed the grip as I was not instructed to do that; I learned later it was not the screw that formed the circuit. I ordered a new battery, one with a switch, but not until I had looked up all the ability I could find in the place, but that was very little; no one knew any more than I did. By the time the new battery was installed I had had the machine more than two months, and had not been able to operate it. This time, however, off it went like a house afire. I mounted, pedalled it off the sidewalk, turned on the power as I crossed the gutter, and it shot off like a rocket-so fast I had great



NEW YORK BRANCH! 214-216 WEST 47TH STREET.

difficulty in controlling it. I was a little frightened. I put on brake, but it was of small use. Soon there was a terrible thumping of the motor and I stopped. The pin that held the sprocket key in the motor shaft had dropped out, and motor was rnnning loose. As it is a chain-driven machine, I pedalled back. This, my first ride, was just one mile, half out and half back, by cyclometer, as I use cyclometer and gradometer. But I was proud, even of so short a run,

A few days later I made another start, but it ran too fast to suit me, even with the lever pushed as far forward as it could go; but as I could not slacken speed I let it run until finally it stopped of its own accord, and I could not make it take hold, as the spark was lost. I pedalled in, four miles, traced spark as far as coil; could not find it farther, so supposed coil had broken down. Called on all the town's ability in electricity, but to no purpose. I sent the coil to maker and they reported it all right. Ultimately I found nothing more serious than dirt on platinum points of trembler and screw. I

ran a fine sandpaper between them and all was right. The speed, however, was still too great for safety, so I again looked the machine over, and finding three impressions in eam shaft I pushed back the eam one notch, and lo! the speed was under control. Off I went, but the ground was frozen so hard and rough as to be scarcely ridable; but I kept going. At good speed I went, up hill and down, for 12 miles, when the motor suddenly quit dead. I had to pedal back to discover the trouble at the battery; one cord was severed at zinc pole, I soldered it back, and the same battery has run 800 miles and is good yet, after going weak on 40 or 50 miles, being laid aside for a while.

You see, up to this time, on each trip I had to pedal in. My next trip was to be a 40-mile run. About half a mile out my inlet valve top broke off at the key. I had some spring wire with me and fastened it to frame so as to give it sufficient pull, and off I went for eight miles, then came hit and miss, jerking and almost stopping at times. I began to look for the trouble and turned back. The motor kept working badly until a mile from home, when at the foot of a bad hill it refused to go altogether. I found the clamp that held the compression tap had worked forward and held tap open a trifle, and I was laying the blame to the broken inlet valve. This time I had nearly ridden home without pedalling.

The next trip was over the same road. I got to foot of the long hill and again the machine quit. Seeing gasolene run out of cold air vent, I soon found that the carburetter float had caught fast and flooded the engine. I fixed this, and up the hill I went in great shape, until the motor began wheezing like a broken-winded horse. I found the packing around the porcelain plug had blown out. I had no asbestos with me, so used cord instead and started. Went two miles to a stove shop and there obtained asbestos and repaired the plug, but finding the porcelain cracked in quarters, I started for home, but it ran so well I continued, and made a 50-mile run with the split plug.

From that time on my troubles have been trifling, excepting once crossing the Catskills, going down some rocky steps in road my front fork gave way at crown. The power was off, but I rolled over several times in the road and left the machine until the fork was repaired, coming home by train. I have fitted up a clutch and now throw motor out of gear when coasting or pedalling, and find this a great improvement, as I can coast much farther and pedal much easier over bad places.

As to mixtures, I have to change my valve often. I can tell by the sound of my motor just what it wants—oil, air or gasolene. I no longer find it necessary to use a jack before starting.

A motor bicycle is certainly a glorious creation, but one must be familiar with his machine. I did not find it hard to learn, but one must have patience.

J. B. COONS, Kingston, N. Y.

KELECOM CHARACTERISTICS

The Features Toat Distinguish the Famous Belgian Motor and Bicycle,

While the Kelcom motor bicycle, which made such an excellent showing on the occasion of its debut in this country in the handicap road race in Brooklyn on Labor Day, was imported complete by A. N. Funke, Duane street, New York, it was only so imported to demonstrate the qualities of the Kelecom motors. These motors are being marketed in this country by Mr. Funke for those who desire to build motor bicycles, but who prefer to use a motor of known reputation rather than enter the expensive preparation of building their own motors.

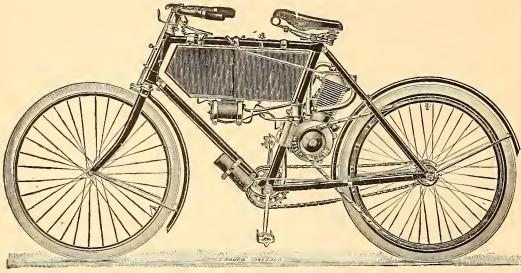
The illustration shows the general arrangement of the parts, those in the sample machine being placed somewhat different in

ment for filing the cup. The top of the plunger is of an inverted cup shape, giving a broad top surface for the hand in manipulating. By removing a top cap the plunger becomes a funnel for filling.

The coil and earburetter are placed under the tank in the bay of the front diamond. The muffler is inconspicuously placed directly under the motor and rear forks. The rear pulley is of wood and notched on its inner face to hood in each spoke, overr which is placed a small brass plate securing the run in position.

Not shown in the illustration is a lever belt tightener. This is pivoted on one of the forward boits of the crank case. Forward of the pivot the lever is straight and runs to a notched rack placed diagonally alongside the forward section of the large tank. The rear section is curved down and back, the extreme end being forked for the idler roller.

In the matter of control and general running there are the following details: The



minor details only. In the frame construction the tubes running back from the crankhanger are larger than on the ordinary bicycle, extending to the point of meeting the mud gear. About midway between these two points is a cress bridge from which extend the rear forks to the rear wheel axle. The rear steps are, of course, correspondingly extended. Connecting the two and running in an approximate line with the tire are bracing tubes.

The motor is made with a half lug cast with the base, the other half being free. These two halfs are bolted together and surround the seat post tube. The motor rests on the double rear forks, and is held from any side movement tendency by a lug clamping around one tube and holting to the crank base by means of an ear.

A combination tank is used, gasolene occupying the front two-thirds and the battery the rear section. The lubricating supply is carried in a elongated glass cup at the right of the head. The feed is made by pushing down a plunger, a feed tube running from the bettom to the crank case, With this plunger is an ingenious arrange-

gasolene feed is controlled by a needle valve, the upper end of which extends through the top of the tank and has a milled edge flat head. On the top frame tube are three controlling handles—one for the pet cock, one for the mixer and the third fof the spark advance. The rear wheel is free, the braking being done on the front wheel with a rim brake controlled by a lever on the handlebar. The sparking current is controlled with the left grip and the cut out plug is placed in the usual pinch plates on a rear insulated block fixed to the rear of the handlebar T, a convenient position for quick removal if needed.

The motor itself, of course, works on the well known four cycle principle, with the two to one gear and spark cam on one side, the pulley on the other and the flywheels enclosed. In the joining of the cylinder and crank case there is a radical departure, the cylinder screwing into a ring projecting upward from the two-part crank case. This does away with the need of bolts to bind the two together and gives a long contact surface to prevent the escape of oil.

A most notable feature in the cylinder con-

struction, and one that will undoubtedly come into general use as the motor bicycle advances, is that the cylinder proper and the combustion head, together with the valve houses, are cast in one piece, thereby doing away with the joint at this point, an item of construction which was long ago advocated, and its advantages detailed in the Bicycling World. It is an item of detail in this construction that with the Kelecom the top of the head is flat and the ribs run fore and aft to direct the passage of the cooling air.

Racing.

Hugh and Alec MacLean, the well known pace followers, left for Australia, October 7. They will join Beauchamp and "Bill" Martin at 'Frisco, and with them will compete in all the big Australian events.

Motor troubles robbed the meet at Savannah, October 7, of much interest. It was notable only because Walthour easily defeated two men in two separate ten-mile races. He took Nelson's measure in 14:39 and Jay Eaton's in 14:48.

Walthour disposed of "Joe" Nelson in two straight heats of a five mile paced race at Savannah, Oct. 3. In the first heat Nelson was beaten by two and a half laps in 6m. 57 3-5s., and in the second by about two laps in 6m. 54 4-5s., which is claimed to be the fastest five miles ever ridden in competition.

The motor bicycle and the running horse met at Baltimore on Oct. 3, and the horse won. Robert French rode the bicycle, but was able to win but one of the three half mile heats, which constituted the race. The horse, Rosebud by name, took the first and third heats in 55s. and 56s., respectively, and French the second in 53s. The track was in poor shape.

Zimmerman's reappearance in Paris drew a good erowd, including many cycling notables, and he was accorded a warm reception. He gave two exhibitions behind pace, covering one mile in 1:44 3-5 and five kilometers in 5:30. In the former he suffered a nasty spill and was considerably bruised. At a subsequent meeting he doubled up with Eddie Bald and they were beaten in two straight heats of a tandem race with Jacquelin and mate.

The Mania for High Powers.

A French automobile publication in an article on the increasing mania of constructing heavy racing cars and high powered motor bicycles, calls attention to the fact that sport is not the only issue before the two industries, and that sport lovers will soon be satisfied. It further scores in saying that nobody needs a 100-horse power car going 60 miles an hour for any ordinary or useful purpose, and that settles the madness of constructors who find everything in cars of the kinds and motor bicycles on similar overpowered lines,

INDUCTION COILS

Principles of Construction and Action of Primany and Secondary Wiring Explained.

Fortunately for the users of motor bicycles, the best makes of coils give very little trouble with anything like proper usage, but if a coil does go wrong, it is a delicate job to attempt a repair, and should not be attempted in the absence of a thorough knowledge of coil construction. While it is the purpose to here convey a general knowledge of coils, there is no intent to enter into details and specifications for their construction, this being a job outside the capabilities of the average amateur, unless he has had previous experience of the fine points involved.

An induction coil is really a transformer, i. e., the electric energy given off by the battery (which is a low tension current with little power to overcome resistance) may be transformed to a high tension current of practically any strength or power to overcome resistance, but always at the loss of quantity, the ratio between the tension of the primary current and the induced current being controlled by the relative proportions in length and thickness, or diameter of the primary and secondary windings. Thus if the primary of the coil consisted of but two layers of very thick wire, and the amount of current supplied by the battery was sufficient to flood this wire, or, if the current supplied was up to the full carrying capacity of the wire-then if the secondary consisted of a very large number of layers of very fine wire, the E. M. F. at the secondary terminals would be high enough to jump across a considerable air space, and coils have been built from which, under special conditions, a spark a foot long was obtainable.

But with coils of such power, the most extraordinary care is required to maintain the insulation between the various layers of the secondary winding, which are in great danger of being burned.

A characteristic of all coils is that where the secondary winding is of fine wire of great length, the spark is proportionally long and fine, or thin, and where the second winding of the coil is comparatively thick and short, the spark will be thick and short.

Now, for the purpose of firing the charge in a gas engine, there is not required a spark a foot long, but there is required a thick spark, because the thick flaming spark is a more certain igniter than the long thin wiry looking spark. As a matter of fact, the spark cannot be too short, provided it be a well defined spark, but for mechanical reasons it is necessary that the sparking plug terminals he separated an appreciable distance, as vibration or working loose of one or other of the terminals might bring

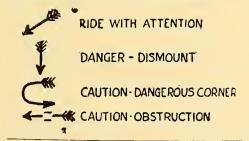
the points into contact, when, of course, no spark would occur, because there would be no resistance to the path of the current.

It would not be wise, however, to depend on a coil whose maximum spark producing power was equal only to covering the air gap at the usual working distance apart of the points, for the same conditions which might cause the points to come in contact might set them further apart. So that in designing a coil for this particular purpose, a happy medium must be struck which shall, from a given battery current, produce the thickest possible spark with the necessary margin of safety in the matter of spark length to cover faulty adjustment or accidental disturbance of the sparking plug points.

To understand the action of induction coils generally it is necessary to grasp the meaning of the word induction, or rather the principle of induction, as applied to elec-

International Signal Code.

At the recent convention of the International League of Touring Associations held in Geneva, Switzerland—at which America was not, of course, represented—the design for universal warning posts was adopted; the arrow was made the basis of all signals, the direction or inclination of it serving to indicate the manner of warning conveyed. The following are the designs chosen:



trical matters. If a coiled wire carrying an electric current be brought near to another coil of wire, though not in contact with it, then a current will be induced in the second coil, and if the ends of the second coil be brought together, a momentarily induced current will pass through its coils at the instant that the contact is made or broken in the first circuit.

The terms first and second coil have led to styling the first coil the primary and the second coil the secondary, and in like manner the current flowing through the primary coil is styled the primary current, while the current set up in the second coil is termed the secondary or induced current.

As before explained, the E. M. F. (electro motive force) produced in the secondary coil by the action of the primary is in proportion to the current passing through the primary, and to the relative number of turns of wire in primary and secondary. Consequently, if the number of turns of wire and the area of such wires were equal in the two coils, the induced current would be about equal in E. M. F. to the primary current, subject to small variations due to self induction and other causes.

Self induction means that the inductive

action explained as existing between neighboring separate coils is also at work hetween the various layers of both coils, thus, whether the current flowing through a coil of wire be a primary or induced current, the current flowing through the inner or first layer of wire will set up a small induced current in the adjoining or second layer, and this current will be added to the original current coming through layer No. 2, which in turn will have a more powerful inductive effect on layer No. 3, and so on, each layer assisting in building up the E. M. F. given at coil terminals.

So that if the primary coil is taken alone, and supposing it to consist of several layers of wire, insulated from each other, then the E.M.F. at the terminals of such coil will be considerably higher than the original battery current supplying energy to the coil.

If the two coils are gradually drawn a greater distance apart, the inductive effect will be proportionately weakened, until at a certain distance the effect ceases altogether. On the other hand, the nearer the coils are brought to each other, without, however, making metallic contact, then the more powerful the inductive effort. The natural inference is that the whole of the layers of the secondary coil should be as near to the primary as possible, and that the individual layers of each coil should be as close together as possible.

If, in addition, it is remembered that the object is to get the greatest number of layers or length of wire in the smallest space, it is seen that the reel formation best fulfils the conditions, and that the insulating material between the various layers should be as thin as possible, consistent with perfect prevention of leakage of current between primary and secondary coils, and between the individual layers of each coil, the weakest part, of course, being the outer layers of the secondary coil, for it is here that the E.M.F. is highest, and at the same time the consideration of distance from the centre or primary demands the thinnest possible insulation.

The exact proportion between length and diameter of a coil will be dependent on the amount and size of wire and the purpose for which the coil is to be used, as in a short coil of great proportionate diameter the outer layers will be further removed from the primary and the initial inductive effect will be less than in the case of a similar length of wire wound on a longer lobbin. On the other hand, the self induction of both primary and secondary will be greater in the short coil.

Helps and Hindrances.

Everything that the business man does is an advertisement, either helping or hindering his business; just which it is is generally decided by the voiced opinions of those who observe the action; it may not hinder much, it may not help much, but in the long run these tiny, insidious advertisements tell, one way or the other.

TESTING THE LATHE

How Advantage can be Taken of the Dull Months to Come.

With small shops, such as is usually connected with a dealer's store, it is too often the case that the lathe does not receive the attentive care that so meritorious and convenient a machine tool should. The machine has probably been used for a great many jobs that in a large establishment would have been carried out on such machine tools as the drill press and milling machine. Because of the necessary conditions it is fair to state that the lathe has not only been pretty well worked, but that at times it has been abused. Now that the slow season is approaching time should be given to overlooking the machine, and one of the probable conditions to be found is that it is out of alignment.

The first thing to make sure of is that the fast headstock spindle is true to the bed and in line with the tailstock spindle, and a simple manner of doing this is to bring up the tailstock and test the meeting of the center points. If the points meet, so far so good, but this does not prove that the back end of the headstock spindle occupies the same position in relation to the bed.

To find this out, take a steel rod, say, fiveeighths of an inch in diameter and 20 inches in length, center carefully and turn up about one inch true at one end. Reverse the rod, and square up its end, then grip the turned end in a self centering chuck, withdrawing the support of the back center, and note whether the center dot coincides with the back center point. If it does there is nothing much the matter with the alignment of the headstock spindle.

It will frequently happen though that the rod end will not run true owing to some error in the chuck jaws, in which case a fresh position in the chuck may be tried until the unsupported end of the rod runs fairly true, then its end face should be chalked and a small circle scribed. The true center of the rod will be the center of this circle and is where the back center should strike when brought up to it. But suppose the center point to come above, below, or to one side of the center of the scribed circle; it proves the headstock spindle correspondingly out of line in a minor degree, because the error has been magnified by extending the length of the spindle.

If the variation is above or below the rod center the fault is difficult of correction, for it means refitting the base of the headstock to the bcd, but if the error be sideway most headstocks nowadays have an adjusting screw working between the lathe shears by which in conjunction with the test described the heads may be set exactly in line.

The test might be repeated with rods of different lengths, according to the length of

the bed, and if variations be found at different positions it proves either that the lathe bed is not straight or that the loose head-stock does not fit equally well at every portion of the bed.

Having put the fast and loose headstocks in line to the extent possible under this test, the next move will be to test the cross slide of slide rest for being at right angles to the lathe bed. To do this turn up a large face plate, letting the tool run self-acting from outside to center of face plate, then try right across face plate with a good straightedge, when any error will be shown by the plate being rounded or hollow at the center, the actual error here being again magnified according to the size of the face plate.

Now, to prove the truth of the holes carrying the lathe centers, the fast headstock center is often marked so that it may occupy the same position, but it is obvious that if both center and hole were true there would be no need for this.

Have two castings or forgings made like a pair of lathe centers, with disc ends about three inches in diameter. Turn up these between centers, particular care being taken to get the taper correct, then turn up the faces and also edges of these discs so that they fit well face to face, and are exactly the same diameter. Supposing this job to have been properly done and the tapers a good fit, then there can be made some very delicate tests, as it will be seen that when these disc-ended centers are in position and brought together, the slightest variation will be noticeable, either in the meeting of the two faces or the coincidence of the edges, and by their use there can be determined not only the truth of the taper holes, but the exact coincidence of the center points and the parallelism of the back headstock barrel.

First place the discs in haphazard position, bring up the tailstock and note whether they exactly meet, touching all over the faces and showing no deviation at the edges. If this should prove to be the case it will appear that all the points involved had been tested and ground true, but this would not necessarily be, as one error might be corrected by another.

To deteremine this a still finer test can be made by turning one of the discs round to the opposite diameter, having first marked the first position, when if the discs still meet correctly there is nothing wrong with that taper hole, when the remaining disc may be treated likewise, and quarter position also tried. But it must be remembered that these are excessive tests and nothing but the highest class tools would come out of them with absolute accuracy.

There have been shown, however, the chief points and the line to be taken to enable the intelligent mechanic to devise for himself other testing devices.

"Defects (in motocycles) and How to Remedy Them." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York.

TYPES THAT PREVAIL

Divided Into Three Classes the Carburetter has Many Given Names.

Abroad carburetters on motor bicycles include three classes of apparatus adapted for producing from hydrocarbon oil an explosive mixture suitable for the propulsion of explosive engines. Broadly, they include what ordinarily are known as carburetters and vaporisers.

The three classes are the surface, wick, and spraying carburetters. In the first class, which was employed on the old De Dion motors and on machines like the Wolfmuller bicycle, the air was saturated with the gasolene vapor by simple surface contact. In some cases the efficiency was increased by splashing up the liquid by means of a revolving fan.

In wick carburetters the principle is similar, but the gasolene ascends the wick by capillary attraction; relatively a very large surface of the liquid is brought into contact with the air to be carburetted and the efficiency is directly increased.

Spraying carburetters depend upon the principle of injecting or spraying the oil into the intake passage through which the air rushes into the motor cylinder whilst the piston is making its suction stroke. The finely divided spray together with the vapor enters the combustion chamber, where the spray is converted to vapor by the heat of the cylinder walls and by the heat produced by compression of the charge.

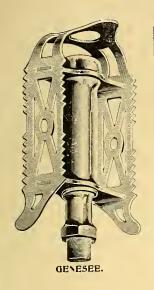
In this country the latter class is almost exclusively used, but there is not a general agreement as to the exact terminology. Whether they shall be called crburetters or just plain mixers is more or less in dispute. Some hold that each name represents a different type, while others contend that by either name they work as well.

Why any one type should arrogate to itself the name carburetter to the exclusion of the other types is somewhat difficult to determine. They all are designed as apparatus used to charge air with volatilized carbons. To be strictly correct vaporizers are hot carburetters, and were first used only for heavier oils than gasolene.

The Color of Mica.

Coloration in mica is a defect, but only for certain uses, such as for stove glazing, and, in ground mica, for decorative purposes. The color may be anything from black, dark green or wine color to yellow and pure white, or, rather, colorless; the former kinds are useful principally for electric and the latter for glazing purposes. The color is dependent on the composition, and both together are the main guides to the value of the mica, says the Engineering Magazine, independently of other defects, which may include specks, ruling, ribbon and wedge formation.

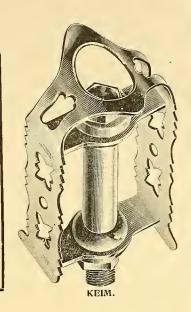
DON'T YOU WORRY



"About any connection between my pedals and the patent troubles aired in circular letters now being plentifully distributed.

Concerning this attempt to intimidate conservative and cautious buyers, permit me to say that my plant and facilities are pioneers in the pedal producing business, and have weathered successfully every storm of contention on lines similar to this.

Backed up by expert opinion, and careful research, in the use of my pedals I promise you will in no wise be inconvenienced, affected or disturbed. I will fully protect and defend you."



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JOHN R. KEIM, Buffalo, N. Y., U.S.A.

HANDLE-BAR MANUFACTURE

Some of the Interesting Processes Employed or That may be Employed.

Now that handlebars can be bought bent to every conceivable shape or curve, the needs for bending methods have been reduced to an occasional special job, frequently outside of bicycle equipment. There are, of course, many ideas relative to doing the work, particularly in the material used for loading the tube. Of the many substances used, rosin and a clean, dry and fine sand stand at the head in the estimate of most, with the latter taking the lead. The trouble with rosin is that it is apt to develope bad pockets, not running free when melted, thereby causing unsightly kinks. It is also more dangerous from possible spurting through the vents, and at best could only be used cold.

While handlebar work is seldon done and outside jobs are not of frequent occurrence, the motor bicycle will probably offer opportunities calling for tube bending work. As stated, the material that gives the best all round satisfaction is a fine sand, which should be clean and free from loam. While there are other methods, that detailed here is one of the simplest, entailing no great waste of time or material, and when properly carried out is a thoroughly effective and satisfactory method.

The tube to be bent should be of the very best material, and not too thin in gauge. It should be cut off into a length about 8 inches longer than the finished bar requires, the extra 4 inches at each end being for purposes of manipulation, and saving their www.cost in material by reason of the decreased care of handling. The length of the tube to be bent should be heated to a dull red in the blowpipe and allowed to cool slowly, this has the effect of annealing the metal and preventing it kinking. This annealing process can be more effectually carried out if the tube is heafed dull red while a rod of iron or metal is inside it, the slow cooling of the solid rod ensuring the slower cooling of the outside tube,

It is well to force a roll or pad of coarse emery cloth through the inside of the tube to remove any scale which may have formed. Scale is one of the greatest causes of kinking in bending steel tubes. The ends of the tubes should be fitted with solid steel plugs about 4 inches long and with a very slow taper. These plugs should fit tightly, and each plug should have a groove filed along it to allow the escape of any steam or gases which may be generated during the neating process. This groove need barely be one-eighth of an inch deep, and may well be cut with a three-corner file.

The packing sand should be carefully sifted through a very fine mesh seive. Any lumps may cause kinking on the inside of

the bend. The sand should be dried perfectly dry, so that there is not a particle of moisture in it. This can very well be done by spreading it out on a disused tray or other flat receptacle and letting it lay on the brazing hearth, leaving it over the red-hot coke after any brazing has been done.

It should be kept in a tin can along with a tin scoop and a tin finnel, for purposes of filling the tubes. The can should have a good fitting lid and should be kept in a dry place as the sand will absorb moisture if any be about.

It is very dangerous to heat sand packed tubes with tigh,tly fitting plugs if there is any moisture in the sand. This fact should be carefully remembered, otherwise a very serious accident may result, often causing loss of sight, or very great damage to the eyes of the operator, or any one who may be at hand when the explosion takes place.

In filling the tube one plug must be tightly driven in and the tube held vertically. The sand may now be poured in through the funnel by means of the tin scoop, After about three inches of the tube has been filled with sand it should be rammed down as tightly as possible. The ramming can best be done with a length of round Bessemer rod of a diameter just under the diameter of the inside of the tube. This rod should be about three feet long, and should be jumped up and down in the tube much in the same manner as a ramrod is jumped in the muzzle of a muzzle-loading gun. This operation of ramming down the sand is a most important one, and should be very thoroughly carried out, the ramming being repeated for each three inches of the tube filled with sand.

When the tube is nearly filled the top plug should be tried, and if this comes in contact with the sand at about the same time as it becomes a fit in the tube, it may be driven home by heavy blows of the hammer, thus effectually closing up the tube and giving the final compression to the sand.

The operation of bending may now be proceeded with. This is an operation difficult to teach on paper. It can only be performed after experience, but if careful note is taken of the conditions of the tube during bending, the workman will soon be able to regulate his heat and manipulation in the right direction.

A board is provided preferably covered with sheet iron. On this board are scribed a horizontal and a vertical line dividing the board into four equal parts and crossing in the middle. If the tube to be bent is to have a double and equal curve it should have a chalk mark made around its center. A pair if half round clamps should now be ready in the vice and the board at a handy distance for it and as near the brazing hearth as convenient.

Now heat the tube about 4 inches from the center mark and for a distance of about 5 inches along toward one end. Keep turning it round in the fire and regulating the flame of the blowpipe so as to get an even heat all round it. When it is a good light red color

take it out holding it by the end furthest away from the hot end and putting the end of the tube in the vice clamps pull it gently and deliberately round to about the curve desired.

As soon as scale appears and flakes off on the inside of the curve scrape it off with an old file, and as soon as the tube begins to grow darker in color take it out and reheat it to the same color as before. When one end of the tube has thus been bent to the required curve lay it on the board with the chalked center line over the vertical line on the board and the tube lying along the horizontal line. Then if there is to be a duplicate curve, use chalk to mark the line, on the board, that is to be followed in the next bending.

Now proceed to heat the other end of the bar in the same way pulling it round and trying it on the board to check the first curve with the one in progress. Keep the heats as local as possible and stop bending as soon as the heat goes down. If kinks appear on the inside of the curve they should be gently knocked down with a round pened hammer.

It often happens that it becomes advisable, in order to prevent kinks, and especially on very thin gauge tube, to quench the inside of the curve with water; this may be best applied with a piece of mop or rag on the end of a short stick. It must be remembered that in bending the tube, the metal is expanding on the outside of the curve, the inside remaining practically of the same gauge.

It should also be remembered that as the curves are made, the sand becomes less firmly packed owing to more space being made inside the tube. When this happens it often becomes necessary to drive up the plugs in the end of the tube and thus again tightly compress the sand. This will often prevent kinking.

Sees Big Future for Changeable Gears.

A writer in The Cyclist, in commenting on recent English road races, which were run over hilly courses on bicycles fitted with two-speed hubs, says:

"My own experiences with the two-speed gear convinces me that this device will soon be as familiar on cycles as free-wheels. The comfort during a long ride of changing from the high to the lower gear is most soothing to tired muscles. I am so satisfied with three months' experience of this device that I do not intend to return to the old order of things. I am confident there will be a big development in multi-speed gears shown at the forthcoming cycle exhibitions."

Pedestrians Must Keep Eyes Open.

In a recent suit in England for damages because of personal injuries in being knocked down by a cyclist, the judge gave judgment for the defendant on the score that the plaintiff did not take the trouble to see, as he stepped into the road, if something was coming.

GETTING TRUE WORK

How Chucks get out of True but are not Always the Cause of Fault.

Chucking work to run perfectly true in the lathe has ever been a subject of great interest to all concerned in any branch of practical mechanics, and has a double interest to employers of labor who have to furnish their shops with expensive chucks which may be quickly ruined by careless treatment, whereas if a lathe is not properly equipped with chucks the workman's time is wasted and the work often indifferently done.

A correspondent of the American Machinist has some interesting methods to describe, from which are made the following extracts:

"I don't believe there is a universal chuck made that will hold work true after six months' use. The best I have come across yet is a patent spiral chuck, in which the scroll is cut to an angle of 30 degrees, the jaws sliding at the same angle. The teeth are so arranged thereby that the outward thrust is against the solid metal, and this chuck after about two year's rough usage shows an inaccuracy of only about two thousandths of an inch.

"However, for extremely accurate work this is too much, and it was found necessary for such work to make adaptations. To each lathe was fitted a chuck back, these backs being turned out exactly alike. A quantity of castings were then obtained and fitted to the chuck backs so that they would be interchangeable on all the lathes. Enough of these castings were fitted up to cover all standard sizes.

"It is evident that if these chucks were bored out so that work would slip on easily when it was clamped by means of a screw it would be a little out of truth. To overcome this, it was found necessary to bore the holes a tight fit to the work and fit a wing screw for the purpose of opening out the hole to get the work in.

"To take odd sizes of stock, a number of castings were kept on hand for boring out as required. These castings were re-bored when needed for larger jobs, and were thrown on the scrap heap when they became too weak for further use. Of course, before they had actually become useless they had more than paid for themselves, for by their aid some classes of work were handled much more conveniently than they could have been by the usual methods.

"Take, for instance, narrow collars or locknuts. It is customary to turn these on an arbor—plain or screwed, as the case may be—after boring, or boring and threading the hole, and it is hardly necessary to say that it is extremely difficult to get them true, for either will the hole be expanded by driving in the arbor, or if threaded, the angle of the thread will throw the work wholly on one side, and the hole will then be eccentric with the outside when turned.

"We had bought a 20-inch swing screw

cutting lathe. It was what we call a '10-inch self-acting sliding, surfacing and screw cutting lathe.' It had a gap bed 14 feet long, weighed over two tons and cost less than 4 cents per pound. One of the first jobs we had to do was to make some square-thread screws, 10 threads per inch, left hand. I got everything ready and made a start. After running down a time or two with the square thread tool I noticed the thread appeared drunken. Thinking that I had set the tool incorrectly and that lack of clearance on one side caused it during the first cut to make a false path, I put in another blauk, reset the tool and tried again. But, do what I could, the lathe would make a drunken thread.

"Then it occurred to me that the fault must be in the lathe itself, and I set to work to make an examination. I first tested the spindle but could find no end play there. The change wheels were cast ones, and I thought they might be the cause of the mischief, but after considering that it would take a lot of error in the wheels to make the difference shown in the threads, I decided to look elsewhere for the trouble and examined the lead screw. This screw was slightly bent and it was possible that in wabbling it might be rocking the saddle backward and forward. But this idea in turn had to be given up, and a solution sought in a probable error in the lead of the screw.

"After testing, we found this error too small to be considered. Furthermore, had the lead been out, the error would have shown in every thread on the work. This lead screw was half-inch pitch, and the error in the work showed itself repeated every half inch. While making the detailed examination, I had noticed that the right-hand leading screw bearing was heated, and I now decided to take off the lock nuts to put the thing right. Upon doing so, I noticed that the face of the bracket showed that the friction washer which was keyed on behind the lock nuts had an uneven bearing.

"It was found eventually that the face of the bracket was not square with the hole, and the lock must themselves were out of truth. In cutting left-hand threads, the pull of the lead screw drew the lock must up to the bracket, and the uneveu surfaces caused a slight end movement in the screw. This, of course, occurred every revolution, and the error was repeated consequently every half inch on the work.

"Now, had either of the two surfaces been true, this could not have taken place. Upon asking the maker's workman—who came to put the thing right—how they made their lock nuts, he informed us that they were turned upon a taper-threaded arbor, and that there was always trouble in getting a true nut.

"To make a reliable lock nut or collar, first bore out roughly to something under finishing size, drive on an arbor, and turn down sides and across the top—in fact, finish the turning as usual. Then chuck in socket, taking care that the face goes home against the abutment inside the hole. It is now a simple matter to bore to size and screw cut the hole if desired. For very light work it is not necessary to tighten up the screw.

"It should be remarked that the chucks described above were of most simple construction, being simply a split ring and clamping screw mounted on a base, the screw being used to distend the ring slightly to admit the work."

ABOUT DRY BATTERIES

High Amperage not Always Evidence of Long Life - Cheap Cells to be Avoided.

"For the life of me I caunot understand how even a beginner can take stock in the statement that any dry cell is good enough for the battery of a motor-cycle," says E. H. Corson. "It is true that any of the common doorbell cells will do the work for a short time, but their life is of too short duration to make them a profitable investment, not to speak of the unpleasantness of getting out of 'juice' on the road.

"I have tested about everything on the market in the line of dry cells, and have settled on an old reliable make as the best. I have tested by road work two batteries made up of cells that measured the highest in amperage of any I had ever found, 25 am. each, three of them, to find them of much shorter life than cells that do not measure as much. It is not always the cell that has the highest amperage that is the longest lived; it makes a difference as to what the cells are made of in regard to their life.

"If the user of a motor-bicycle desires to be absolutely sure about the power of his battery he should provide himself with a reliable amper meter. Do not get the idea that it is a voltmeter that is needed, for it is not. If you have enough amperage, which is the power, or quantity of the battery, you will get the voltage, or E. M. F., from the induction, or spark coil. This is what gives a battery the high voltage needed to jump a spark between the points of the spark plug, and is known as E. M. F., or electromotive force. There must be sufficient battery power to get good work, and it is absolutely necessary that the electric current have a clean and unobstructed path to travel on, and when this track is laid there must not be any breaks in the counections, or insufficient insulation to prevent its leaving the track. It is a fact, that the electric current will take the shortest course to get to the ground, provided that course is a good conductor. The object is to carry the power of the battery through the induction coil to the spark plug."

Appearances not Always Deceitful.

Don't forget that your customers have both eyes and ears. All the nice things you say about your goods might just as well be left unsaid, if, while you are saying them, the customer has got his or her eyes on something that is not in keeping with your assertions.—(Ex.

The Retail Record.

Brewer, Me.—A. Beupre closed store for season.

Salem, Mass.—F. E. Wing, Essex street, closed for season.

Warenam, Mass.—Fred Magoon sold out, moved to Brookline, Mass.

THE BICYCLING WORLD

PRACTICAL MICROMETERS

Interesting Description of Shop Gauges and How to use Them.

A lathe hand of indifferent ability will work to within a thousandth of an inch of size, if provided with a rigid caliper accurately set. The average machinist, with the same gauge and in the same time, can work to within a quarter of a thousand, and the fine workman to within a ten-thousandth of size, though requiring more time. These men could have nowhere near approached these limits with any degree of certainty using the ordinary caliper.

Now, the question naturally arises in the mind of the foreman alive to the economic possibilities of his position, as to whether or no a caliper, of the necessary rigidity and accuracy, could be furnished for general use in the shop at a reasonable cost. Limit gauges are, of course, out of the question, for it would be beyond reason to expect a gauge or several gauges for every size used in the shop.

The micrometers, however, fill the bill admirably, except for the expense of providing them for general use in a large shop, and the fact that, in a majority of cases, the treatment they received would not be such that they could be called instruments of precision very long.

The accompanying description is of an adjustable suap gauge that has been used for several years as part of a shop system of measurement that has been found very satisfactory. These gauges can be made at a very small cost, especially if a number of them be made at the same time. This one will take in anything up to $3\frac{1}{2}$ inches, a size of gauge most used in general lathe work.

The frame is of cast steel, very light and rigid; the rod and screw are 5-16 inch in diameter, the latter having 20 threads per inch and locked when adjusted by a thumb screw. No difficulty was experienced in

making the rod and screw come exactly in line. It was done in the following manner: The holes were drilled on the lathe centers and then split with a hacksaw whose soft back had been cut down until it would pass through the hole. The holes for the thumbscrews were drilled next, the top half to the whole diameter of the screw, and the box tom half tapped. A cast-iron sleeve, 11/2 inches long and % inch diameter, was then made to fit snugly over the shank of the tap, which had been shortened by cutting off the square end. The shank was entered one-half the length of the sleeve and a hole drilled through sleeve end tap and fitted with a pin. The hole for the adjustment screw was then tapped from the inside of the gauge outward, the shank end of the tap being supported in line by a rod passed through the other hole into the sleeve and rigidly clamped by the thumb-screw. The tap was turned by a small har fitting into holes drilled around the sleeve. The ends of the rod and screw are hardened and ground.

Under the system employed and found satisfactory there was used .1 inch square steel wire for "points," as the users called them. If a man had certain sizes to turn that had to be quite accurate, he would cut off pieces of this wire about the length required, stamp the size on it and round and taper the ends so that they were about 1-32 inch in diameter. These points were made approximately to size and then given to the foreman, who tested them with a vernier caliper in his office, fitting each with a rub or two of the file, or perhaps a blow of the hammer on a small anvil beside the instrument, to bring it up to size. It is then a simple matter, when the work is roughed down nearly to size, to quickly and accurately set the snap gauge to the point, making practically a solid gauge. These "points" are very quickly made, and can, of course, be kept for future use.

A workman seidom required more than the suggestion that he could get his points ready while his machine was running before he made a practice of doing so. For sizes over 10 inches there was used a piece of broom handle or other wood, with a pointed wood screw in either end, flattened for a wrench.

When extreme accuracy was necessary in the smaller sizes, a small piece of wood was drilled out and pressed over the wire to keep the heat of the fingers from expanding the gauge while setting. These "points" are excellent for inside gauges, especially in getting the size of a hole already bored when it is necessary to turn a piece to fit it exactly.

Besides these snap gauges there were a number of the regulation micrometer calipers of all sizes in the toolroom, and accessible to any one competent to use them; but it was noticed that it was not long before there was hardly any call for them, even by the best workmen, after they had become accustomed to the new system.

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The Week's Patents.

709.897. Motor Vehicle. (Bicycle). Frank C. Goddard, Akron, Ohio, Filed Sept. 9, 1901. Serial No. 74,801. (No model.)

Claim.—1. The combination, with the framework of a vehicle, a driving wheel and an explosive engine having its cylinder rigid with the framework, of a mixing chamber having an air inlet, a port arranged to conduct the combustible mixture from the said chamber to the chamber of the cylinder, a passageway for supplying the gaseous or vaporous fluid to the said mixing chamber, and a valve having a port adapted to register with the discharging end of the said passageway and having another port for registering with the aforesaid air inlet, and the arrangement of parts being such that the said air inlet will be in registry with one of the valve ports when the other valve port is in registry with the aforesaid passageway.

709,900. Free Wheel or Like Clutch. William H. Gurney and Samuel L. Taylor, Falmouth, England. Filed March 6, 1901. Serial No. 50,086. (No model.)

Claim.—1. In a clutch, the combination of a driving member, a driven member, ratchet teeth carried by one member between the driving and driven members, a cylindrical surface adjacent to the teeth and carried by the same member, a rocking pawl carried loosely by the other member to rotate with it and move relatively there-to, a rolling body situated between the pawl and the cylindrical surface and which rocks the pawl into and out of engagement with the teeth and a spring which maintains the rolling body in contact with the cylindrical surface, substantially as set forth.

709,934. Bicycle Sprocket and Crank. Gideon Spence, Newport, R. I. Filed July 18, 1901. Serial No. 68,773. (No model.)

Claim.-1. A cycle sprocket, comprising a central stationary casing, a revoluble disk mounted centrally within the same and provided with an angular aperture, a sprocket ring connected with said disk and spaced asunder therefrom for the purpose of alinement with another sprocket, and a crank arm provided with an angular portion for engaging the said angular aperture of the disk, said crank arm serving the double purpose of securing said disk and sprocket together and of causing the same to rotate.

710,048. Railway Car. (Bicycle). Seele II. Ellis, Brooklyn, N. Y., assignor to Hugh L. Fox, New York, N. Y. Filed Jan. 27, 1902. Serial No. 91,368. (No model.)

Claim .- 1. The combination with the framework and running gear of a car, of a

motor supported upon said framework, a rotating part to which such motor imparts rotary motion, a pivoted lever controllable by the operator to be thrown into or out of operative position, and power receiving and transmitting means carried by the pivoted lever for transmitting motion from such rotating part to the running gear of the car and connected with such rotating part and the running gear, such connection including a friction belt connection controlled by the movement of the lever and another connection maintained independently of the movement of the lever.

710,203. Acetylene Gas Lamp. Arthur K. Miller, New York, N. Y. Filed Oct. 26, 1898. Serial No. 694,586. (No model.)

Claim.—1. A lamp comprising two vertically disposed receptacles placed side by side, interposed connections securing said receptacles together, one connection having a bore, a tube connected with and depending from said bore to conduct gas, and a hurner connected with said tube, a cock to control the passage of gas from said tube to said burner, the other connection leading to said receptacles having a cock to control the passage of water through said connection, substantially as described.

710,204. Acetylene Gas Lamp. Arthur K. Miller, Waterbury, Conn. Filed Jan. 13, 1900. Serial No. 1.263. (No model.)

Claim .- 1. A lamp comprising a pair of receptacles, braces secured to said receptacles near opposite ends, one brace having a bore communicating with both receptacles near their lower ends, the upper brace hav-ing a bore communicating with one receptacle, a tube extending between said braces and communicating with said upper bore, a burner connected with a bore in the lower brace, said tube communicating with the last mentioned bore, and means to control the passage of water between the receptacles, substantially as described.

710,245. Driving Mechanism for Bicycles. Karmell Brooks, New York, N. Y. Filed March 7, 1901. Serial No. 50,206. (No model.)

Claim.-1. In a driving mechanism for bicycles and similar machines, a pedal shaft and its crank arms, one of the crank arms being provided with a lateral projection, a driving wheel loosely mounted on the said pedal shaft and a cushion connection between the said driving wheel and the projection of the crank arm of the pedal shaft, as set forth.

710,249. Road Vehicle. Pehr Christiansson, Scriven, Minn. Filed Nov. 30, 1901. Serial No. 84,165. (No model.)

Claim.-In a machine of the character

described, the combination with a traction wheel having a gear of a drive therefor involving the gear, the vertically movable gears, the former engaging the gear, and the latter said gear and operating as described, of the foot operated lever pivoted and acting on said gear and to throw the former into and out of engagement with the co-operating gear and means for driving said traction wheels involving cranks located in position to be engaged by the rider's hands, substantially as described.

Explosive Engine for Motor 710,329. Vehicles. Roy C. Marks, San Diego, Cal. Filed Sept. 7, 1901. Serial No. 74,654. (No model.)

A gas operated motor having Claim.—1. a crank shaft, a crank casing, a recessed flywheel into which said casing extends to form a closed chamber, valve operating mechanism contained within said chamber. and gearing connecting said valve operating mechanism to the crank shaft.

710,330. Carbureter for Explosive Engines. Roy C. Marks, San Francisco, Cal. Filed Jan. 2, 1902. Serial No. 88,236. (No model.)

The combination in a carbureter, of an oil tank or reservoir baving at one end a carbureting chamber, a valve for controlling the flow of hydrocarbon from the reservoir to the chamber, a gage glass arranged on one side of said chamber, a series of superposed shelves in the carburetchamber, absorbent material on said shelves, side wicks for conveying hydrocarbon from the lower portion of the chamber to the absorbent material, and a ported air valve arranged in the upper portion of said carbureting chamber.

DESIGNS. 36,091. Bicycle Rack. Mortimer G. Merritt, Rome, N. Y. Filed Aug. 4, 1902. Serial No. 118,414. Term of patent seven years.

Claim.-The ornamental design for a bicycle rack, substantially as herein shown and described.

TRADE MARK.

38,973. Cycles, Motor Vehicles and Their Parts. Fabrique de Moteurs & de Machines (ancienne maison Zürcher, Lüthi & Cie), St. Aubin, Switzerland. Filed June 23, 1902.

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Uses of Aluminum Powder.

The uses of aluminum bronze powder are everywhere in evidence, and to them has been added the painting of motors and parts on motor bicycles.

Germany is the home of bronze powder manufacture, and the method of making aluminum powder in that country is first to roll the aluminum into thin strips or ribbons, then beat it into a leaf by power hammers, and finally stamp it into powder. Much of the aluminum powder is sold for silver bronze. The silver bronze is not made from silver, but from a cheap alloy having the color of silver. It is sold for less a pound than the aluminum, but, the silver bronze being heavier, a pound of aluminum bronze will cover much more surface and is really cheaper.

There is a tendency to adulterate the aluminum powder with other metals, which destroys the lustre and decreases the value of the powdered aluminum. If the pure article is wanted it must be made from pure metal and kept from other powders.

It is probable that the next few years will see a much larger consumption of aluminum bronze powder than at present. It is considered an ideal coating material. When mixed with the proper grade of varnish it adheres readily to steel, and the paint is not affected by varying temperatures and gives a clean, neat appearance to all kinds of machinery.

Powdered aluminum has received recently an extremely interesting metallurgical application in the reduction of refractory oxides to the metallic state. By mixing the powder with oxides and igniting the mixture an intense heat is generated, which is sufficient to melt the reduced metal.

To Preserve Tools,

Overheating when grinding tools will soften them and may cause them to crack, and so it is essential that it be avoided. If, instead of putting the tool flat on the grindstone, the heel be applied first, the water will keep cool the point of the tool, and when the bulk of the metal is removed the point may be ground with less pressure and less risk of its getting hot.

The Week's Exports.

Great Britain, with purchases approximating \$6,000, topped last week's export mani fest. France and Denmark were the only other large buyers, the record being as follows:

Arnheim-1 case bicycles, \$15.

Argentine Republic-4 cases bicycles, \$560; 1 case motor cycles, \$135.

Brazil-11 cases bicycles and material,

Bremen—4 cases bicycle material, \$400.

British West Indies-19 cases bicycles and material, \$1,087.

British East Indies-45 cases bicycles and material, \$1,110.

Copenhagen-201 cases bicycles, \$2,039; 9 cases bicycle material, \$245.

Cuba-4 cases bicycles and material, \$62. Dutch Guiaua-4 cases bicycles and material, \$277.

Egypt-1 case bicycle material, \$200.

Glasgow-7 cases bicycles, \$210.

Havre—2 cases bicycles, \$95; 68 cases bicycle material, \$2,283.

Hamburg-1 case bicycles, \$25; 12 cases bicycle material, \$480.

Hayti-3 cases bicycle material, \$10.

Liverpool-283 cases bicycles, \$3,420; 10 cases bicycle material, \$315.

London-1 case bicycles, \$30; 21 cases bicycle material, \$2,030.

Mexico-2 cases bicycles and material, \$65. Rotterdam-13 cases bicycle material, \$307. Southampton-1 case bicycles, \$50.

Stockholm-1 case bicycles and material,

St. Petersburg-2 cases bicycle material,



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BICYCLE **MANUFACTURERS** AGREE

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In many instances

THE **CUSHION FRAME** MODEL

was this year the only model that gave them a living profit; it did the same thing for the dealers and at the same time gave the buyers more satisfaction and pleasure than any other type of bicycle. Cushion Frames never have been associated with mere "cheapness."

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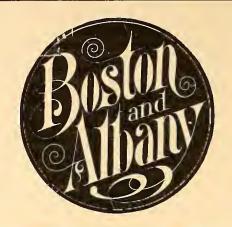


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The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVI.

New York, U. S. A., Thursday, October 16, 1902.

No. 3

JOBBERS IN SESSION

Convene to Consider Responses to Their Proposals--May now Place Contracts.

Members of the New York State Association of Jobbers of Bieycle Supplies who, at the meeting in Albany on Sept. 16 and 17, agreed to refrain from placing contracts until the association's proposal to manufacturers had been heard from, will shortly be free to make purchases.

The executive committee of the association met at the Astor House, this city, yesterday, and will remain in session during the greater part of to-day. The principal object of their meeting was the consideration of the replies received from manufacturers. Of these fully seven-eighths are favorable to the figures laid down by the jobbers; the other eighth are either non-committal or desire additional information before giving acceptances. Without awaiting the action of the latter class, the executive committee yesterday decided to forward to the members of the association the names of those who have consented to become their allies, stating that contracts may now be placed with them without violating the terms of the Albany agreement.

The matter of establishing a credit bureau was also considered and a written plan submitted. Action, however, was deferred until

advice regarding its legality can be obtained.
The subject of national organization, which was broached at Albany and referred to a committee, was deferred for the mo-ment. A number of Western jobbers had given assurances of their support, and, according to the Bicycling World's informant, there is every likelihood that the enlarged organization will come to pass.

Excepting Vice-President Kelsey the

entire executive committee was in attendance, viz: President Leng, Secretary-treasurer Spalding, and Committeemen H. L. Hall, Harris Parker, E. J. Willis and J. Tur-

Receiver for Grant.

On the application of Mrs. John McKeown, of Washington, Pa., the Franklin Trust Co. has been appointed receiver for the Grant Tool Co., of Franklin, that State, Mrs. Me-Keown's claim amounts to \$160,000; other liabilities aggregate \$70,000. The assets are placed at \$550,000. The Grant Tool Co. was formerly the Grant Ball Co., of Cleveland, Ohio, and was at one time a factor in the cycle trade.

Old Receivership Tangle Unknotted.

The United States Court of Appeals has finally handed down a decision affirming the decree of the Federal District Court at Indianapolis in the more or less famous case of McDowell and Stover, of Chicago, against N. D. McCormick, former Sheriff of Laporte County, for \$10,000 damages, which grew out of the Allen receivership suit.

The Allen Mfg. Co. had a bicycle plant at the State Prison at Michigan City, Ind. One of the creditors in 1897 brought suit against the company, asking for the appointment of a receiver. One was named by the judge of the Laporte Circuit Court. Before he took possession the judge of the Laporte Superior Court also named a receiver. N. D. McCormick, then Sheriff, under the order of the Circuit Court, seized and sold some goods claimed by McDowell & Co. Out of this came the damage suit, which was first decided in the federal court at Indianapolis against the Chicago company and then carried to the Court of Appeals, where it was affirmed. The decision also settled a centention as to the rights of the two courts.

Tillinghast Sues Lake Shore.

The only discordant note in the single tube tire trade, at least so far as concerns the Tillinghast patent, will shortly be heard in

The "note" consists of the failure, or refusal, of the Lake Shore Rubber Co., Erie, Pa., to secure a license under the famous patent. Accordingly, and though the concern in question is little known and has cut a small figure in the trade, the Single Tube Automobile & Bicycle Tire Co, are "up and at 'em," They have brought proceedings against the Lake Shore Co., alleging infringement of the Tillinghast rights, and state that the suit will be pressed with all possible vigor and speed.

Riggs Goes West.

Frank Riggs, of the Riggs-Spencer Co., Rochester, N. Y., has departed for his annual tour of the Pacific Coast. As he this time carries not only the Cinch coaster brake, but Sager saddles and the new double flexible frame, he should be able to leave a deeper impression than usual,

NO ANNUAL MEETING

No One Appeared to Vote for A.B C. Officials -Money in Sight.

The annual meeting and election of the American Bicycle Co. was due to occur on Tuesday last. But it did not occur. The poll was held open for one hour, as required, but, no one appearing to convene a meeting or to cast a vote, it was duly and quietly declared closed. Only Vice-President George Pope, the company's attorneys and four reporters gave evidence of interest in the day or the deeds.

The receivers of the company have not been idle, however. Receiver-President Coleman is now in Chicago, and developments in that direction are expected daily. Meanwhile the United States Court has given its assent to the issuance of receivers' certificates to the value of \$500,000. These will be cashed in this city, and the funds used in the interests of the Federal Mfg. Co, and the International Motor Car Co., two of the A. B. C.'s units. Later it is understood that permission will be sought to issue additional certificates of the sort, the proceeds of which will be applied to the American Cycle Mfg. Co.

Orient Will Enlarge.

The remarkable success that has attended the Orient interests this year has had its natural result. The demand for additional factory facilities has led to the placing of a centract for the erection of another wing, 120 by 40 feet, to the plant at Waltham. At present the offices and assembling and shipping rooms are located in the factory building. When completed they will be removed to the new addition, thus affording room for more men and machines in the factory proper.

Say They Will Make 5000.

The Motor Cycle Mfg. Co., Brockton, Mass., say they mean to have 5,000 of their Marsh motor bicycles "completed and ready for delivery by February next"; the information is conveyed in a circular letter recently issued.

NOT THE NOTES OF A NOVICE

Some Experiences of one Who has Tried to Teach Others how to Operate.

These are the notes of one who has dealt with the troubles of many a novice, both by letter and in person, and in that dealing has passed through all stages of feeling, from commiscration to condemnation. Commiseration with those motor bicyclists who had little mechanical quality, but an earnest desire to learn, and who carried a suggestion beyond the exact lines laid down, Condemnation for those who, after five or six letters or verbal descriptions, found that they had overlooked something told them, and either this betrayed in letter or look or kent silent, and gave no direct clew to what was the matter after all, because they had been so insistent they were always right and the machine always wrong that they hadn't the force to own up. There have been times, however, when there was the balm of catching them redhanded and making them own up because they could not dodge the situation.

A case that at once comes to mind is that of a dealer who was some 400 miles away from my headquarters. He had written complaints off and on covering a period of nearly four months. Like too many others, he could not centralize his seeming troubles, and would jump around in his letters from one scenning symptom to another until in the course of the correspondence I had written him a treatise on the gas engine in particular and my make of motor bicycle in particular. I had also sent him a book of instructions that had been compiled from many experiences, both personally and on the part of customers.

All to no purpose, however. He couldn't make the bicycle run for any distance, and at the suggestion that he send it back to me for looking over and testing—well, he scorched the paper on which his reply was written. All through it there seemed to me that he was really suffering from one fault, but each time I would recur to it in my letters he told me, by letter, that he knew a thing or two in that direction himself, and didn't need advice on those particular lines.

Well, time rolled on, but not his bicycle, and one day came a letter that he was coming up to visit our location on other matters, and, incidentally, would drop in with his motor bicycle. Come he did, and I was waiting for him with some fervor, in the mean time having gone over his letters to refresh my mind in his particular case. Reading them all together confirmed me in the opinion that the whole thing did centre round that "one fault," so I determined on a little grandstand play.

Certing his machine out of the crate, it

was jacked up in a stand which would permit the rear wheel to revolve. Without the belt on I showed him how to test the compression by turning over the engine pulley by hand. This proved, by its suddenly coming to a cushioning stop, that the compression was good, meaning that valves were seating properly and that piston rings were retting well. The spark plug was tried in a machine that was known to be all right, and found to be in the best of condition.

Now came the point where it was necessary to find out if the "one fault" was the thing, but to do so without his knowing it until ready to spring the trap. On some pretext he was called away from the bicycle until time was had for a workman to connect a fresh battery, placed some distance away, by means of long wires. This done he was brought back again and the motor started. Of course, in this running the carburetter was proved to be in first class order. The motor was run until the exhaust housing became red hot and the owner declared it had never run that long before.

An adjournment was then taken to the office to let the motor cool off preparatory to his trying his hand. In time we went back to the machine, and he made an utter failure of starting it, because—well, because of that "one fault," weak battery. The suggestion that he try his battery at first met with something that sounded like one of his replies by letter, but it was insisted upon, and as a result he was taught that the subject he had boasted of as knowing a thing or two about had something yet about it for him to learn. The result of it was that a new set of cells made everything all right,

That night at the theatre, his treat, he confessed that he had not come to town on "other matters," but had come to show us up as fleecers of the innocent and to demand his money back. He became one of the best agents from that time on, and when he got into trouble he got out again without a murmur to anybody.

Another case that I call to mind as having some peculiar features was one where an agent bought a machine and immediately took the timing gears out because he could not make the bicycle run, and, of course, got them back with the wrong timing. He paid all the expenses of a man from the factory to go to his town and fix things right. This workman rode the machine all over town for a day to prove that it was right, yet in the face of that the owner sold the machine for half what he paid for it inside of a month. The man who bought it recently wrote me that he had just completed a 500 mile vacation tour on it. What should be done with the first owner? He shipped the machine direct to the second owner.

Aptly Expressed.

"Sitting on a hammer actively employed by an expert riveter is mere child's play to riding a rigid frame over rough roads," is the way that one puts it who advocates cushion or spring frames.

WOULD HAVE LAW REPEALED

New York Banker Says Bankruptcy Bill is a Delusion—Others say its Only Half bad.

At the meeting of the New York State Bankers' Association in this city last week, some stir was created by the introduction of the following resolution, favoring not merely the amendment but the repeal of the national bankruptey law:

Whereas, The present Bankruptcy Law was passed for the avowed purpose of relieving the mancial embarrassments of persons engaged in worthy business enterprises and to enable them to again engage in such business pursuits;

And, whereas, Sufficient time having elapsed for the accomplishment of that purpose, to continue the said law longer in force induces extravagant living and reckless speculation, encourages fraud and dishonesty, and impairs the credit of honest men of small capital;

And, whereas, he its enforcement and administration, the assets of the debtor are made comparatively worthless and the dividends of the creditors, if anything at all, are made so small as to be scarcely worth consideration;

Therefore, resolved, The present Bankruptcy Law, having outlived its usefulness, should no louger remain on our statute books, and that we, the members and representatives of the New York State Bankers'. Ascociation, ask our representatives in Congress to secure its repeal at the earliest possible moment.

The resolution was referred to the Comuaittee on Administration with power to act. The committee, however, is scarcely likely to take favorable action. It is understood that they favor amendment, not repeal of the law,

To Check Fraud in Advertising.

George II. Daniels, general passenger agent of the New York Central, heads a movement to protect readers of newspapers and magazines from fraudulent advertisers. The movement was started on Thursday last at the annual meeting and dinner of the Sphinx Ciub, held in the Waldorf-Astoria, Mr. Daniels presided and was unanimously re-elected president of the club.

A committee was appointed to take steps toward forming an organization for the investigation and suppression of fraudulent advertising. This action followed a paper read by John Adams Thayer on "Should Publishers Accept Fraudulent and Other Objectionable Advertising?"

The speaker showed that the publication of reading-notice advertising had materially assisted William H. Miller, of 520 per cent, fame, and others to defrand the public. He said there was a strong tide setting in the direction of more rigid censorship of advertising columns, and that among the publishers there was an inclination to do away with extravagant phrasing and to eliminate any ads that savored of fraud,

The cited instances where the ruling against objectionable advertising copy had cost the publishers of daily newspapers many thou sands of dollars. Instances were given where the press had unwittingly been used to advertise frauds which had netted \$30,000 a week for their promoters.

MAIL-ORDER CUPIDITY

How the Press is "Worked" and "Indorsement" Obtained Mythical Factories.

The manner in which mail order reputations are made and the sale of mail order bicycles increased had one unusually conspicuous illustration during the season just closing.

While bombast and extravagant exaggeration, to say nothing of wilful falsehood, appear handmaidens of the general run of mail order business, there are other tricks employed. The one in question secured for the firm involved the "indorsement" of scores of publications, dailies, weeklies and monthlies, the "indorsement" being coupled with an adroit reflection on the local dealers in whatever place it was published. Although country papers swallowed the bait most greedily, more than one journal of national repute did not scruple to give it space.

The "indorsement" took this form:

"For several years the advertisements of the -- Cycle Co have appeared in the columns of the —— — —. Every year the business of this company has grown, until now it exceeds 50,000 bicycles sold through mail orders all over the world each year, The -- Cycle Co. keeps its factories running all winter storing up wheels of the finest quality, and is always ready in the spring and summer to fill orders promptly at prices which are-lower than any manufacturer selling on the old plan, through local dealers, can deliver a wheel of even inferior quality. The - Cycle Co, can ship any wheel at any price the same day the order is received. Readers of this paper can be assured of prompt and honorable treatment. When writing for catalogues - and adand prices mention the ---dress - Cycle Co., Dept. -, Chicago."

The country folk and other susceptible people unversed in the ways of press agents and mail order houses could hardly fail to be impressed by this apparent recommendation by their local editor, and must have obtained an enlarged idea of the immensity of the "——— Cycle Co., which keeps its factories running all winter storing up wheels of the linest quality."

As a matter of fact, the —— Cycle Co. does not and never did own or operate a single factory, its "wheels of the finest quality" being purchased wherever they can be bought cheapest. They are then further cheapened by the use of cheap tires, saddles and other equipment.

How the falsehood was circulated and the "indorsement" secured is made plain by the following circular letter from the agency, which places the — Cycle Co.'s advertising:

"Publisher of —

Denr Sir: We ask your attention to the small reading notice, which is handed you herewith, in the interest of the

Co. As stated in the reader, this advertiser has patronized you extensively for several seasons; and this year has been a particus larly large one from the advertisers standpoint, because we commenced much earlier than is usual to place their contracts.

"We do not believe we are stepping out of bounds in requesting the one time insertion of this reader out of compliment to the advertiser, and we feel quite certain that you will very willingly comply with our request.

"We want you to have full credit for the article, and we hope, therefore, that you will see that it is properly keyed so that returns may be very easily traced; also please clip the article, paste it on your letterhead and send to this office, and we will forward it the same day personally to Mr. ——, so that he may have full knowledge of your liberality and favor in this instance. Yours very truly,

Advertising Co."

This modest request was mailed broadcast. Although the Bicycling World has repeatedly refused to carry a line of the concern's advertising, one of the letters was addressed to this office and was promptly pigeonholed. It has been held long enough to make plain that many publications that seek the patronage of bona lide cycle manufacturers and local deafers have small conscience in gratuitously aiding and "indorsing" parasites that have done so much to injure the legitimate interests and to disgust people with cycling.

Measuring Horsepower.

On the last day of the automoile cougress at Dijon, France, Count Chasseloup-Loubetread an interesting paper devoted to the question of the calculation of the horsepower of explosion engines.

With regard to the measurement, the count maintained that cylinder measurements are absolutely fictitious, for the following reasons: (1) More or less speed can be got out of similar engines according to the weight of the valves or the springs which work the valves, by varying the length of the piston and by varying the cooling surface of the explosion; (2) by varying the compression; (3) by varying the carburation; (4) by varying the rapidity with which the exhaust gases are got rid of; (5) by more or less expansion; (6) by more or less rapid cooling of the cylinder; (7) by varying the ignition, and (8) by varying the weight of the flywheel.

Why he Never Tries Dissussion.

"When a purchaser asks for a particular article, I rarely if ever attempt to change his choice," said the dealer. "If anything goes wrong with what he selects, I am always in position to throw the blame on him. If, on the other hand, he is persuaded to buy other than what he asked for, he always has cause for what he imagines is just complaint and recourse."

"How to Drive a Motocycle," See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York.

RIDERS WHO TINKER

Not so Numerous as Formerly but Still a Source of Vexation to Dealers.

"One of the greatest bugbears of the makers and agents' existence is the customer who has a penchant for tinkering," said a well known dealer on a recent visit to the Bicycling World, "Tinkering has been the ruin of many a good machine, and until a certain section of cyclists recognize that it is policy to let well alone there will always be trouble at the store.

"Some riders are never bappy unless they have a wrench in their hand, and it does not dawn upon them that the constant unscrewing and tightening of nuts and bolts, instead of doing good, has a most disastrous effect upon the threads thereof. We know one misguided individual who makes a habit of taking his machine to pieces once a week—and yet he cannot understand why the said machine, albeit a good one, is always going wrong!

"Once he had to walk five miles in consequence of losing a nut on the front axle, and the other day the nut on his rear axle slipped as he was mounting a hill; the wheel slewed around, and the chain, mounting the cogs, twisted the frame. Of course, the agent who sold him the machine came in for a blessing.

"Where a customer is known to possess the tinkering habit it is just as well to impress upon him that once a machine has 'set' it is only necessary to test the adjustments occasionally, and that the usual guarantee' is of no avail to the tinkerer, and breakages due to his propensity coming under the denomination of wear and tear.

"I don't know whether a legal precedent has been established in this direction, but a case should certainly result in favor of the maker of such an ill used bicycle."

Muskegon Will Tax All.

The freasury of Muskegon, Mich., being low, the City Fathers, in their straits, are bent on enacting a license law that will be no halfway measure or permit any intimation of unjust discrimination. They purpose requiring a license fee from practically everything that runs on wheels—automobiles, bicycles, horse drawn vehicles and everything else.

Temperance Ladies' Suggestion.

In the reports of superintendents at the annual convention of the Massachusetts Woman's Christian Temperance Union, held at New Bedford last week, that of Mrs. Lydia B. Earle, chairman of the Sabbath Observance Department, contained this statement:—

"We would be glad if every church hadracks for bicycles or kept free automobiles for church goers, if thereby the eight hundred thousand men who run our cars seven days in the week might rest."

SATISFIED CUSTOMERS OUR BEST ADVERTISERS

NATIONAL CYCLE MFG. COMPANY, Bay City, Mich.

September 25th, 1902.

Dear Sirs:—I am still riding the National Chainless on which I made the present record from New York to Buffalo a year ago last month. It looks tough on account of constant use and little care. It is tough because it has stood the racket and runs as nice as when it came to me new. All my National customers are fully as well satisfied.

Yours truly, E. A. PAYNE.



NATIONALS ARE RIODEN EVERYWHERE.

It's worth something to a dealer nowadays to have an established line of bicycles like the NATIONAL; one of whose continued production there is never any doubt. Wideawake dealers recognize this fact. Don't be too late for 1903.

National Cycle Mfg. Company,

BAY CITY, MICH., U. S. A.

FISK TIRES

WITHOUT AN EQUAL FOR

Bicycles, Carriages and Automobiles
THEY ARE THE HIGHEST GRADE

FISK RUBBER COMPANY, - Chicopee Falls, Mass.

BRANCHES:

BOSTON, 604 Atlantic Ave. SPRINGFIELD, 40 Dwight St.

SYRACUSE, 423 So. Clinton St. BUFFALO 28 W. Genesee St.

NEW YORK, 83 Chambers St.

DETRIOT, 252 Jefferson Ave. PHILADELPHIA, 916 Arch St. WASHINGTON, 427 10th St., N. W.

CHICAGO, 54 State St. SAN FRANCISCO, 114 Second St.



In which is Incorporated "The Wheel" and the "American Cyclist."

Published Every Thursday By

THE GOODMAN COMPANY.

123=125 Tribune Building.
(154 Nassau Street)

NEW YORK, N. Y.

TELEPHONE, 2652 JOHN.

Subscription, Per Annum [Postage Paid] \$2.00 Single Copies [Postage Paid] . . . 10 Cents Foreign Subscription \$3.00

Invariably in Advance.

Postage stamps will be accepted in payment for subscripiions, but not for advertisements. Checks. Drafts and Money Orders should be made payable to The GOOMAN COMPANY.

Entered as second-class matter at the New York, N. Y., Post Office, September, 1900.

General Agents: The American News Co., New York City and its branches.

therefor is in hand on SATURDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, OCTOBER 16, 1902.

Mail-Order Malodor.

If the movement for the suppression of fraud in advertising inaugurated by the Sphinx Club attains force and is carried to its legitimate conclusion, the business in mail order bicycles will be among the first to suffer.

Of the fanciful lies and extravagant claims and misrepresentations necessary to sell goods of doubtful quality or character the mail order people, generally speaking, are possessed of more than their share. Very many of their assertions would put a brass monkey to blush.

As an example of the cupidity employed by this class of merchants to obtain untruthful publicity and indorsement the instance cited in another column is characteristic. For years this "highly honorable" firm has circulated the lie regarding "its factories," which do not and never did exist. It differs from its chief rival in that it builds its bicycles of "the finest quality" during the winter, while the rival keeps its "fac-

tories" going "all summer, when fabor and material are cheaper." As a matter of fact none of these mail order houses ever manufactured a bicycle. They buy stripped bicycles wherever the lowest prices are obtainable, and then purchase equipment of corresponding price and quality; they change from one maker to another as quotations change; they thus have and can have no particular model or models, and were it not that they are permitted to unquestionedly masquerade as gigantic manufacturers, with unlimited facilities and outputs, half their glory would be gone. It is by constantly harping on this string that they impress the credulous and induce them to believe that \$40 bicycles can be purchased for \$17.89.

Dealers rail at them, but rarely make a move to beat back the wave of "gush" which the mail order people bring to their deors. Although these dealers may be paying their local papers far more money than the fake manufacturers, no protest is made when the latter's fulsome and fraudulent advertisements and self-indited "puffs" appear under their very noses, and thus draw away trade that belongs at home. It is this sort of thing that has helped mail-odorousness make headway; indeed, so prodigious is the aggressiveness, energy and ingenuity of merchants who do business on the borderland of fraud or short profits that the efforts of the reputable and really honorable men of business seem puny by comparison. The former are forever creating opportuntities and striking hard and fast and taking advantages of openings wherever they present themselves; the latter too often appear to consider it unbecoming or undignified to strike hard, fast or suddenly, or to expose or counteract fraud and misrepresentation, even though it injures their own interests and pockets. It is this apathy, or excess of dignity, we fear, that has enabled the mail order people and other cutthroats to not only thrive, but to attain proportions.

Making the League Ridiculous.

Although the New York Division, L. A. W., is in debt to the extent of some \$2,200, the officials, on the eve of an election, in which their return to office is opposed, have expended a portion of its slender income in a manner so wilful as to merit rebuke. The expenditure takes the form of printed petitions urging the passage of the local ordinance, proposed by the officials themselves, requiring that automobilists be examined and licensed before being permitted to use

the public highways—the very system that cyclists themselves successfully opposed some twenty years ago.

The circular letter accompanying the petition is full of tears, fears and misstatements. It says that the spirit exhibited in introducing the ordinance is not contrary to the traditions of the L. A. W.; that the daily list of automobile accidents is "appalling"; that wheelmen are openly advocating the construction of sidepaths as their only means of safety. The precious document concludes that "opposition to the measure rests on grounds of insincerity and absurdity."

But without regard to the merits of the ordinance, and as much of the opposition rests on the fact that the proposed measure is explicitly prohibited by a State law, the absurd position in which the league itself is being placed and the waste of league funds is evident to any man whose brain is not thompsonized.

The law in question states distinctly that "any person owning or operating an automobile or motor vehicle, except such as are used for hire, shall not be required to obtain any license or permit pursuant to the provisions of any local or municipal ordinance or resolution."

It is thus made so clear that even did the aldermen enact the ordinance it would be illegal and incapable of enforcement. The L. A. W. officials are making not only themselves, but the organization which they represent, ridiculous. The members who follow their urging in respect to the petition will be simply wasting so much time, just as the officials are wasting league funds. Coming on the eve of the election, it appears like a means of creating capital for themselves at the expense of the division, which only serves to make their action the more reprehensible.

The wheelman who cannot recall the time when the bicycle was the newspaper "man killer" and "demon of the highway," and when it was the object of exactly similar tirades as are now being faunched against motor vehicles, has a short memory.

Coaster-Brake's Enlarged Future.

It is one of the peculiarities of mechanics that a device intended for one condition of things frequently finds its greatest use under altered conditions, or else finds a use not specifically thought of when it is first tried. The coaster brake furnishes an example.

It was designed primarily for the bicycle

as it stands to-day, a machine driven by man as the motor. The device possesses much merit in this application, and is rapidly coming into general use as its possibilities are becoming better known to bicycle riders.

Its greater utility, however, will come when the motor bicycle runs up and down the land, a condition that will make it a sine qua non. Part of the condition making for its success will be the needs for altering the work from assistance to full work, and this alteration will be possible in the coaster brakes now being marketed for use on motorless bicycles.

With the motoless bicycle the value of this device is not so forcibly apparent as the periods of rest between necessary impulses are briefer than they are in the motor driven bicycle, there being nothing to augment or take the place of the leg thrust.

The statement that in riding 20 miles only 15 have been pedalled smacks so much to the unthinking mind of the something for nothing—the perpetual motion theory—that the judgment is clouded and the statement is accepted, if at all, with mental reservation. The fact remains, however, that the coaster brake does save pedaling, as will be remembered by those who rode the Star bicycle of 15 years ago, and therefore of muscular power.

This saving will only come into complete understanding when the motor is there to carry us along between strokes.

As has been indicated, these strokes of the leg—as the piston—must come with a certain frequency in the motorless bicycle to overcome various resistances. These are made up of such factors as road grade, surface and condition, the weight of the bicycle and its load, and the physical condition of the rider. With the coming of the auxiliary power furnished by the motor will come the freest use of the coaster brake. The motor driven bicycle and the coaster brake are linked together by the strongest ties. With one the other is essential, with the other the one gives constant proof of its value and the needs for it.

The Matter of Price.

The matter of price will largely determine the futurity of many manufacturing concerns, who cannot give this subject too careful and carnest consideration. The margin of profit is already too small to be even slightly reduced, and the prices of material have considerably increased.

Time was when an increased demand jus-

tified the old rule of large, quick sales and small profits; but that time has gone by. The American market to-day produces a comparatively limited demand. Every bicycle made this winter should be sold, and that at: a profit. If not, the reaction of forced sales will be disastrous, not only to the individual, but to the whole trade.

Never before has there existed a necessity similar to the present one of exhausting every selling resource. There is no bicycle made to-day which sells itself. In the fulness of offered goods, the public won't do any running after unoffered makes. Purchasers next season will require not only to be shown, but to be fully convinced. Where the best values lie there will the patrons congregate, provided they are aware of the exact location.

It is the maker's business to make them aware and keep them fully posted. This cannot be done by cheap circulars. It takes dignified, businesslike advertising, and solid, hard, personal work to effect. Men do not look for figs on thistles, neither do they wade through trashy announcements to find out what they want to know about bicycles,

That Continuous Road Question.

One of the propositions of the future that will refuse to be downed by any amount of scoffing, and which will have to be considered seriously, will be the making of trunk thoroughfares connecting large cities in well settled sections of this country.

Not the least important is that advocated in which the proposition is advanced that a road be laid between the two cities of New York and Chicago. It is estimated that such a continuous strip would cost \$10,000,000, giving the mide margin of \$10,000 a mile, which is certainly more than enough to cover even the most extravagant methods. Probably one-half this amount would more than do the work.

The fear of paternalism would hold many aloof from advocating government construction, although there are precedents which would warrant some serious consideration in this line. From this there are many graduations through State, county or city aid to that of private enterprise.

Laying the course of the route over the line of greatest travel, it would pass through many cities of large size, and would measure in length a fair 1,000 miles. Of this distance at least one-fifth may be counted as passing through the towns en route, and many of these are now in possession, or

have in congresof construction, roads or boulevards that would fill the requirements, Of the balance another one afth could be properly surfaced by the owners of the abutting property, whose holdings would immediately come into the market as desirable suburban real estate, and from this condition would come a much greater return than by any other possible outlay. Whatever of the balance of the distance that could not be built under State aid laws would certainly become a most excellent investment for aid from railways and communities having, as it would, feeders from each side that would augment it at every turn of whatever wheeled affair that called it into use,

Concerning Winter Riding.

Just about this time of the year, when autumn is creeping toward winter, one occasionally hears talk on the part of some cyclists regarding their intention of keeping up their riding right through the winter.

Generally it will be found that such cyclists are latter day converts to the pastime, who do not quite realize what consistent riding during the off season means. Old riders conversant with the joys and sorrows rarely commit themselves to any vainglorious statement. They are quite content to seize the opportunity for a ride on the too rare occasions when a frosty day with hard roads makes cycling pleasurable, without making any boast or preliminary wager.

On the other hand, the genus novice who plunges haphazard into winter riding, without regard to the conditions, usually finds one or two rides more than sufficient to curb his enthusiasm. He very soon grasps the fact that the winter wind is very different, both in depth and consistency, from the summer article.

The man or woman, however, who has already experienced the delights of a spin over hard, frost bound roads needs no hint to embrace the chance whenever it presents itself. Many declare such occasions to be far more enjoyable than summer cycling. But try for yourself and see.

Now and then we are gravely informed—by the less informed—that they are perfecting a two cycle motor for the bicycle. There can be no question that there are certain advantages possessed by that type, but motocycle makers would show clear wisdom in waiting for the stationary and marine builders to have a more general success before taking up the burden.

THE NEW YORK-CHICAGO ROAD

Interest is Aroused and Support Enlisted
- \$10,000,000 Would Assure Success.

Talking with one of the officials of the New York-Chicago Road Association on his return from the recent trip between those two cities, a representative of the Bicycling World was impressed not only with the feasibility of the scheme, but with the probabilities of something coming from the trip.

All along the route mayors of towns, county officials, the press and others of influence gave active examples of keen interest, and assured the officials of the association of confinued feeling and support toward any end that aimed for the good of all.

While the rain may not have been of the choosing of those on the trip, yet it served a good purpose in showing the difficulties of narket hauling in certain sections; time and again were farm wagons found stuck or floundering in an effort to reach a market with farm products. These instances served to add to the accumulated data and evidence to be used in time and place.

In the entire route about two-thirds of the distance was found to be mere apologies for roads. The other third ranged from good to fair, the most of it being in New York State. Ohio and Indiana were the chief offenders against decent hauling conditions in the grand total, although New York cannot escape severe criticism in sections.

One thing which impressed the travellers, and that was found to have created a sentiment in favor of improved highways, were the miles upon miles of cycle paths through New York state, and their influence on cycling. The result of the means they had provided for in going from town to town and to school, was that hardly a farmhouse was passed that did not have two or three bicycles, while around the schools they were to be seen in bundreds in the aggregate. In many chats with local residents it was found that the paths had opened the eyes of the natives to the possibilities and desirabilities of roads for the vehicles.

Realizing that the one trip would only serve as an introductory, and that to make the association purposes effective it would be necessary to follow up the entering wedge by further blows, hundreds of pictures were taken all along the way, showing every road condition, as actually found, which will be used for stereopticon purposes in subsequent education and agitation that will be carried on in the follow up trips to be made.

With the force of the pictures added to the powers of good reasoning that will be presented to those who are in a position to advance the cause, the officers of the association very naturally feel that they can go to the various legislatures, state and national, with a tide of sentiment supporting them that will demand attention and yield results.

It is understood at the present time, that the association is figuring on an outlay of \$10,000,000 as being more than ample to push the work to a completion. That this would be true can be understood when it is realized that it would give \$10,000 a mile for construction. The details for providing the amount are yet in an embryonic state, but once the proper sentiment is created there should be no trouble to secure an amount so relatively small in proportion to the good which will come to those who will be most affected.

Reporter " Queered" the Meeting.

Although such movements in this country are now directed against automobilists, at Cardiff, Wales, a meeting was recently held "to consider the advisibility of forming a defence league for pedestrians against the dangers caused by motorists and eyclists." Including a cycling reporter nine assembled. Coffee and biscuits were handed round at the expense of the chairman, who regretted the small attendance; he had some tifty empty cups ready. The chairman dwelt upon the terrible dangers of the local streets, caused by "reckless cyclists and motorists." An elderly lady followed with her experiences of being knocked down some years ago and "badly injured," and as no one else among the remaining seven cared to speak, the reporter man commenced a lecture upon the dangers caused by pedestrians and the rights of cyclists, with the result that the proposed league was aban-

Thomas's new Superintendent.

H. J. Hass, for many years assistant superintendent of the Lozier Manufacturing Co., Toledo, manufacturers of the Cleveland bicycles, general superintendent of H. A. Lozier & Co., and the Canada Cycle & Motor Co., of Toronto, for eight years, has been appointed general superintendent of the E. R. Thomas Motor Co., Buffalo,

Few if any men have had larger experience in fine mechanics than Mr. Hass; to him a large proportion of the credit is due in bringing the Cleveland bicycles to their high state of perfection.

He relieves A. B. Schultz, the gas engine expert, of a portion of his duties, thereby enabling the latter to devote his constant and undivided attention to the feature of the business in which he is specially versed.

Settled out of Court.

Justice White, at Buffalo last week, granted an order allowing Ensign Clark Pfeiffer to settle a suit for damages against the American Bicycle Co. for \$1.875.

Mr. Pfeiffer's boy, who is a minor, eighteen years old, was injured about two years ago while working for the defendants in their factory. While attempting to adjust a belt on a shaft his arm became entangled in the machinery, and it was so badly hurt that it had to be amputated. His right leg was also broken,

PROVED THE BEST

In England's Reliability Trials the Motor Bicycle Secures the Highest Scores.

The judges report of the 650 miles reliability trials, held by the Automobile Club of Great Britain from August 25 to 30, has been published in the club's journal. Bicycles were included in a class which was for vehicles selling at \$750 or less, and were compelled to compete against light vehicles having 5 h, p, water cooled motors.

In each class gold and silver medals were offered as first and second prizes and it was stated beforehand that medals would be given to motor bicycles, provided they proved worthy of them. By the irony of fate this offer comes home to roost, because not only did the leading motor bicycle beat all vehicles in its own class, but it beat every vehicle taking part in the trials.

The system of scoring gave 1800 marks for reliability. For hill climbing 100 marks on the two hills. For condition at end of trial 500 marks. For steering 250 marks and for brakes 250. For horse power, weight, etc., another set of marks were given, bringing the highest possible something over 3,000 marks. The winning bicycle, a 3 h. p. Humber, chain driven, secured 3,243 marks, the next record being 3,113 on the part of a 10 h. p. vehicle.

The score of the bicycle was made up from 1795 for reliability, 418 for speed up one hill (21.1 miles per hour), 430 for condition, highest marking for steering and brakes and 100 for horse power and weight. The scoring on the one hill was marvellous, as only two vehicles secured over 100 marks on this same hill. As previously reported in the Bicycling World, the motor bicycle ran away from everything in both hill climbs, but the second hill it were not given a point because of pedaling, which is obviously absurd.

Besides the winner there was a 2 h, p. machine, which scored 2547 marks and a 1¾ Kelecem motor equipped machine which was in some mysterious manner broken by one of the judges, during an examination, using an enormous spanner. Another point with this machine that is curious, is that in the brake trials a full score was made, which 70 per cent, of the vehicles failed to do, yet at the judges' examination, the brakes had 75 marks deducted.

The Retail Record.

Buffalo, N. Y.—A L. Knight, 55 Broadway; partly wrecked from explosion, loss nominal.

Canaan, N. H.—H. H. Stevens succeeds Wesley A. Clark.

Gastonia, N. C.—J. P. Griffin opened store in Beal building.

Great Falls, Mont.—Denton & Veen succeed Great Falls Bicycle Co.

THE BICYCLING WORLD

ITS LATEST MODEL

Changes in an English Two-Speed Hub-Methods of Fitling Indicate Complexity.

While in earlier models the Hub two-speed gear gave a free wheel at will, and fixed pedals on both normal and low gear, the new pattern of the hub embodies an automatic free wheel in the normal gear, but has fixed pedaling on the lower gear. This combination only gives coasting on the normal gear, the earlier patterns, of course, having constant pedaling on either. The new pattern, however, yet leaves something to be desired, as it only coasts under high gear conditions.

In appearance the Hub hub presents but little difference to the usual large barrel hub of the coaster brake type. The free wheel runs on ball bearings, and is enclosed entirely within the body of the hub. The change from the high to the low gear is 23.8 per cent. In making this change a small lever on the frame top tube is pulled back toward the rider. To bring the hub back to the high gear and free wheel, the lever is released, and the hub will immediately respond.

When changing from the high to the low gear, pedaling should always be started before attempting to pull back the lever. The lever should never be pulled over with the feet at rest or in the free wheeling position. All movements in changing the gear should be quickly done, but not violently, when the bicycle is moving.

The makers give the following directions for fitting: The hub is built into the wheel in the ordinary way, and in adjusting it place the wheel in the forks and screw the right hand or sprocket end cone up to shoulder on spindle. Screw up the left hand cone until it is adjusted on the balls; then tighten left hand nut, to prevent the spindle from turning; afterward unscrew the right hand cone a quarter turn, to put the thrust on screw and not on shoulder of spindle. This is important.

Tighten right hand end in frame, slack off left hand nut, and adjust the cone at that end so that the hub revolves quite freely without shake. Care should be taken not to have less thread than five-sixteenths of an inch outside of washers for nuts, and not more than three-eighths. See that the forks of the machine are square and true, to prevent the spindle from being bent when the lmb is screwed up.

The connection between the hub and the change lever is made by a twisted steel wire running over a pulley fixed, in the case of a man's machine, to the seat pillar bolt. For women's machines the wire passes under the bottom bracket, and special pulleys are supplied for that purpose. The change lever is fixed on the top tube. In adjusting the lever,

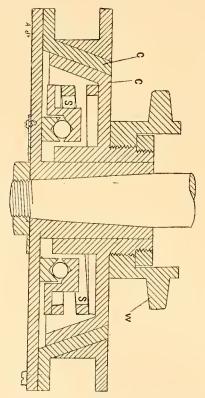
place it in the front notch or high gear position, slide it along the top tube until the wire is just tight, then screw up the clips securely.

The hub should be oiled occasionally with a good quality of light cycle oil, by leaning the machine over to the right, so that the oil may run into the gear box.

Two Speeds for Motor Bicycles.

While in a number of cases foreign makers of motor bicycles are provided two speeds and an idle, others are meeting the subject of constant drive by the half way measure of providing a clutch mechanism at the motor shaft, that the drive may be disengaged at will. Of this type which offers half a loaf, at least, is the Princeps chain drive motor bicycle.

Secured to the motor axle is a sleeve having a large flange at its outer end. Attached



to this flange by small screws is the female member of the clutch, C1. The outer periphery of this latter member is in the form of a groved drum. This can be used to start the motor by a turn or two of a cord or strap being given a sharp, quick pull.

The male member, C, revolves on the sleeve fixed to the motor shaft, and locked to this is the drive sprocket, W. Between the two members is a helical spring. S, having a ball thrust against the outer flange, which serves to hold the two members in engagement.

On the top frame tube of the bicycle is an operating lever with a rod extending down to the clutch. The movement of the lever influences the full or partial engagement of the clutch, and a slip drive or a rigid drive is under the control of the rider. As the motor can be thrown out of engagement, no exhaust lift is used, simply a compression tap for starting.

SEEKING OPENINGS

Wherein Many Young Men Make Mistakes

—The Right and the Wrong Tracks.

In times of great political excitement a motion to "suspend rules" is in order.

In times of stress when a young man is seeking opportunity to earn a livelihood we suggest, says the Business World, that he "suspend" the rule of looking about for a position and see what he can do to fill a need unknown or unrecognized.

Where a definite routine of labor is involved it is easy to secure help, and those "positions" are usually filled, with a waiting list behind each. But there are labors to be performed, work to be done, skill of hands or alertness of mind or grasp of some "how" that requires a person of peculiar fitness, but which that person must himself discover and to which he must fit himself.

There is room in every factory for more "help" than is there. Every office could find employment for the extra-ordinary help which is wanted (unconsciously, no doubt), additional to what is there.

The young man who is hunting for a position would better give up his quest and see if he can't make place for himself where his peculiar manner of doing things or fitness for certain operations or talents for creating may find useful application. To such we would say:

Go to a merchant or manufacturer or manager and show him where you lit into his affairs; wherem you can serve him to his profit, and you won't get anything but an interested hearing.

If you go to those same men asking if there is a vacant place involving known factors of detail or routine you will be quite sure to meet the ready, "No."

To-day's business genius makes his place and fills it. By the very force of his capacity to do something better or differently from others (which not infrequently is all that is required to make it "better") and to point out just where he could step in and fit—he will secure a speedy recognition and success will follow as surely as day follows night.

Every man knows what he wants; but every man doesn't know what others want. Learn that and meet the demand.

Recent Incorporation.

Providence, R. I.—Goodson Electric Ignifion Co., with \$10,000 capital, to manufacture magnets, spark plugs and electrical appliances of all kinds, gas engines, launches, automobiles, motorcycles and vehicles self-propelling, Incorporators, John M. Walton, Otto Carlborg and Royal H. Gladding,

"The Motor: What It Is and How It Works." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York.

DEALING WITH DEBTORS

"My Money or Your Life" was the Old System—Laws That now Apply.

In the beginning there was no trust or eredit. Man lived in scattered and isolated families, supplying his few wants by his own labor. But as his condition improved his wants increased, and he soon had to exchange commodities with his neighbor, and, in course of time, he not only had enough to exchange, but to sell others—for cash. Hence trade arose, and with it credit, and as debtors often default in payment, our great ancestors were already confronted with the same problems that puzzle our merchants—namely, how to collect their debts, says Louis Lande, LL. D.

Being of a more refined disposition, we content ourselves with ceasing to give credit or get a judgment against the debtor. But our predecessors were made of "coarser stuff," and were not satisfied with money judgments only. If the man cannot pay, then "we will have his body," they said.

In Egypt they even went so far as to oblige the debtor to pledge the embalmed body of his father with the creditor till the debt was discharged. He who died without redeeming this sacred pledge was deprived himself of funeral obsequies.

The third of the twelve famous Tables in Rome provided that a creditor may on his own authority seize his debtor and carry him before the practor, and if the debtor resisted the creditor might seize and drag him by force.

The debtor had thirty days after judgment to pay his debt, and if he did not then pay or give security or sell himself by entering into the rexum, the creditor had a right to seize him, load him with chains of a certain weight and treat him as a slave on a prescribed scanty allowance; and if he failed to pay after being sixty days in prison he was brought before the people on three market days and the debt proclaimed. If no friend appeared he was either put to death or sold as a slave into Ethuria; and if there were several creditors he might at their election be sold beyond the Tiber, or his body cut into pieces. And, unlike the law of Venice, as propounded by Portia in "The Merchant of Venice," the Roman law was not so careful as to the partition of the debtor's body, for by the third Table it was specifically provided "tnat if the creditors cut more or less than their portion they shall incur no penalty."

It was only in the year 350 B. C. that a law was passed prohibiting personal slavery for debt, and confined the creditor's remedy to the property of the debtor only; the insolvent debtor, nevertheless, forfeited all his political rights.

The same penalty was incurred by insolvent debtors in Greece, Solon prohibiting all imprisonment for debt; but he deprived the

debtor of all voice in the public assembly or share in the government of the commonwealth. If a debtor died insolvent his heirs suffered disfranchisement till the debt was paid.

The Mosaic laws, too, permitted debtors to be sold into slavery in default of payment, for we find the Prophet Isaiah exclaiming, "Thus saith the Lord, which of my creditors is it to whom I sold you?" The Jewish law, however, had a merciful provision by which the slaves were liberated and allowed to return to their families in the year of the jubilee.

The English laws were just as severe and gave the creditors almost unlimited power over persons who owed them money. We find a curious case, naively told, of one Reginald Picard, of Stramford, who, in the year 1275, came and confessed by his own mouth that he sold to Peter Redhood, of London, a ring of brass for five and one-half pence.

MORGAN & WRIGHT TIRES

ARE GOOD TIRES

SEE THAT MORGAN & WRIGHT IS BRANDED ON EVERY TIRE AND TUBE NO OTHER IS GENUINE.

MORGAN & WRIGHT CHICAGO

NEW YORK BRANCH: 214-216 WEST 47TH STREET.

saying that the said ring was of curious gold, and that he and a one eyed man found it on the last Sunday in the churchyard of St. Ives, near the cross"; therefore it was decided by the court "that the said Reginald do make satisfaction to the said Peter for five and one-half pence, and be in mercy for the trespass; and, as he is poor, pledges his hody."

As this is a case of fraud, however, such a debtor may be imprisoned for three months to the jail limits at the present time even in New York.

History gives many instances of prominent men in England, writers especially, who found themselves in prison for being unable to meet their obligations.

In the Debtors' Prison at Shetfield, John Howard, the famous philanthropist, found a cutler who was in jail for 30 cents. The fees of the court which had consigned him to prison amounted to £5, and this sum he had been trying to earn for several years in prison.

In another jail there was a man, with his wife and six children, confined for court and

jailer's fees amounting to about 20 shillings. As these were civil prisoners the government did not concern itself with providing them with food, clothing or sanitary prisons, and they lived amid wretchedness, filth and poverty so well described by Dickens in his "Little Dorrit," or by Goldsmith in "The Vicar of Wakefield."

Another obstacle to their release was the fact that the sheriff and jailers, not being salaried officials, were dependent for their livelihood on the fees, which they rigorously exacted from the prisoners. It was only in 1774 that an act was passed abolishing fees and requiring the justices of the peace to see that the walls and ceilings of all prisons were whitewashed at least once a year.

Samuel Wesley, the father of John Wesley, of Methodist renown, died in prison for debt.

The colony of Georgia was founded by General Oglethorpe as a refuge for the many thousand poor debtors who were confined in English prisons.

The spirit of the English law of that age is tersely illustrated by a passage from an old case (Mary vs. Scott), where Justice Hyde says: "If a person be taken on execution and lie in prison for debt, he is not to be provided with meat, drink or clothes, but he must live on his own or the charity of others; and if no man will relieve him let him die, in the name of God, says the law, and so say 1."

Such were the laws of England in regard to her unfortunate debtors. It was only during the first years of Victoria's reign that imprisonment for debt in England was abolished, except where the debt was incurred by fraud.

Our own State of New York did not do better for its poor debtors than England; until the year 1831 the body of an ordinary debtor could be taken on execution and imprisoned "until he agreed with his adversary" or "paid the uttermost farthing."

It was only on April 26, 1831, that the bill known as the "Stillwell act" became a law, abolishing imprisonment for debt, and at the fime the law went into effect there were 3,062 persons in prison, more than 1,000 of whom were confined for sums less than \$100 and 610 for sums less than \$50.

Except in the instances hereinafter named our code expressly provides "that a person shall not be arrested or imprisoned for disobedience to a judgment or order requiring the payment of money due upon a contract, or as damages for non-performance of a contract."

A person may be arrested where he is sued in an action for injury to person or property, fraud or deceit; or for the recovery of a chattel which he concealed or put out of the reach of his creditors; or to recover money received or property or damages for the conversion or misapplication of property by an agent of a corporation, or banking association, or by a factor, agent or broker or other person in a fiduciary capacity.

Where, therefore, an order of arrest is

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granted the law requires that the aforementioned facts should be proven in addition to the cause of action; otherwise suit will be dismissed and the creditor will be left to his money judgment only.

These provisions apply to men only. A woman can be arrested only when she is sued for wilful injury to person, character or property.

A very effective though highly technical means to collect debts contracted by fraud is given by our laws by means of attachment, which can be invoked in cases where the debtor is either a corporation organized under the laws of another State or is a resident of another State, or where a resident of New York keeps himself concealed with intent to avoid creditors or the service of summons; or where the debtor has removed or secreted his property; or (and this is a very important provision passed in 1899) where for the purpose of procuring credit the debtor has made a false statement in writing, signed by himself or his agent, as to his financial responsibility or

But the right to attach the property or arrest the person of a debtor, although given by our law, has been strictly construed by the courts and made highly technical, as many a lawyer had found to his sorrow when he did it only to please his clients, and unless the facts stated are such that the judge is satisfied as to the fraud the order of arrest or the warrant of attachment will be dismissed, with costs.

When a judgment has been obtained against the debtor, either by his default or after trial, it is collected by means of an execution issued to the sheriff of the county in which the debtor's property is located, with directions to satisfy the judgment out of the personal and real property of the debtor, in the order named.

The following articles are exempt from seizure by the sheriff;

All household articles and wearing apparel.

A seat or pew in a church.

Working tools and team, including professional instruments; furniture and library.

Military pay of a non-commissioned officer in the United States, or New York, army or navy.

Pension, sword or other medals presented for services rendered in the United States, or New York, army or navy.

Burial ground when it is actually used as such and does not exceed one-fourth acre.

Or a lot of land not exceeding the value of \$1,000 when it is designated as a home-stead

Except where the judgment is for the value of the very article which would otherwise be exempt, or where the action is for wages of a domestic.

After a judgment has been obtained and returned by the sheriff as unsatisfied recourse may be had to supplementary proceedings, by which a debtor is compelled to submit to a searching examination as to

the disposal of his property, which, as often happens, is transferred to some near relative for no consideration.

The debtor is bound under penalty of contempt of court to answer all questions concerning his income and expenses. And if any property is disclosed a receiver is appointed by the court, who takes charge of the property, satisfies the judgment from its proceeds, and, after deducting his fees, pays the balance, if any, to the judgment debtor.

The debtor may also be examined in supplementary proceedings after execution has been issued, and before its return, to aid the sheriff in satisfying it.

Where a third party owes the judgment debtor \$10 or more he, too, may be examined and compelled to pay the whole of his debt to the judgment creditor. Such payment is, of course, in complete satisfaction of his own debt to that extent.

Still Racing at Vailsburg.

After three weeks of postpenements caused by bad weather, a card of races that provided snappy contests for 3,000 spectators was put on at Vailsburg on Sunday last. The annual handicap day was celebrated yesterday, all the events excepting the novice being of the kind indicated. It was an off day for the champions and for the stars also, excepting Iver Lawson, who captured both professional events, the quarter in 29 2-5 from 10 yards and the ten miles in 22:24 from scratch. In the quarter-mile handicap Kramer was shut out in the trial heat by Krebs and Dolbear, the champion finishing third. In the ten-mile race Kramer's tire punctured when about half the distance had been covered.

All the races were hard ridden and every finish was a close one. Hurley did not start, and Root, his rival, captured the half-mile amateur handily by half a length from Mike Coffey in 1:07 2-5. Root made a good ride in the five-mile event and was leading the string home in the stretch. It looked so easy for him that he slowed down and Charley Schlee (50 yards); came from the last position in the line and beat Root by an open length. Time, 11:43. Lawson, Kimble and Krebs made a blanket finish in the quarter mile race. Lawson won by a few feet and it was hard to pick the second man.

There were twenty-four starters in the chief race, the ten-mile professional, and the sprinting at the finish of every lap by the men who had not made any money for four weeks and wanted even the one-dollar prizes was a sight to see. Lawson was in spleudid form all day and he made a hard ride of it to the finish. He made the pace all the way for the last lap and a half and then won by half a length, Bedell having been dragged up by his brother and making a jump into second place right at the tape, shooting past McFarland, who had been fighting it out with Lawson.

The five-mile motor bicycle handicap run in connection with the St. Louis (Mo.), Fair on October 9, was won by Harry R. Geer, scratch, on an Indian, in 8:45; G. V. Rogers (Mitchell), 100 yards, was second, and J. C. Higdon (Orient), 50 yards, third.

The Matter of Lamp Wicks.

Writing on the subject of oil lamps, one who has been experimenting along this line says as follows:

"I have found it a good plan, whatever the width of the wick tube may be, to use a wick 1/sin. narrower. It may be interesting to say here that I have found the advantages of a wide wick not so much in greater light as in the increase of steadiness, "A wide wick is far less affected than a narrow one by passage over bad ground, as the larger volume of flame is but little disturbed by the shocks coincident with rough roads. It is also much superior to a narrow wick in strong gusty winds, and except under very severe conditions indeed it burns without a flicker, and when the light from a wick half the width would be so fitful as to be almost useless.

"It is much better to have a steady light when riding on a really dark night than one which, although it may be very powerful at times, varies somewhat, as when it is really dark one has to ride by the light of the lamp, and any change in the intensity of the illumination is very baffling. For this reason, all other things being equal, a lamp with 1in, wick is better than one with \(\frac{3}{4} \) in, though, as I have said, so far as the actual light given is concerned the difference is very small indeed.

"I have always used good lamps, and have never had bother with them, and I am quite at a loss to understand how it is that so many riders complain of their lamps, especially as many of them assure us they take all precautions. In fact, I am almost forced to the conclusion that they use bad oil, tight or damp wick, or else they allow the air holes of the lamp to become clogged.

"I will add that I have never had any trouble with any good lamp for some years, and that the satisfactory experience I have had should not be an isolated instance. Before the niceties of cycle lamp design were fully understood I occasionally had bother through too little or too much ventilation, but this was at least six years ago, when lamps were not so well made or so excellently designed as are those of to-day."

The Most Neglected Vehicle.

Bicycles to-day are perhaps the most neglected machines in the world. Time was when it was the pride of a wheelman to look carefully to the adjustment and lubrication of his bicycle, but times have changed, and the present excellence of manufacture by its very excellence has provoked neglect.

It is no uncommon thing to hear a man assert that he never oils or adjusts his machine and to appear proud of the fact withal. Luckily, neglect of this kind does not result in bodily harm to the rider, although the machine is by no means improved.

"The A. B. C. of Electricity" will aid you in understanding many things about motor bicycles that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York.

THE BICYCLING WORLD

TIRE LEAKAGE THEORY

How a French Scientist Proved That Slow Leaks are Natural.

For the cyclist a slow leaking tire is more than a nuisance, and an examination was once made by a French scientist, who did not feel satisfied with the usual explanation that a leak is always caused by a small puncture at some point of the tire. He did not find this supposition in accordance with facts, and proceeded to investigate the conditions under which atmospheric air and other gases may pass through rubber.

Commencing with carponic acid gas, which has been used in Paris to some extent to inflate tires, as it was easily obtained from tanks, he proceeded to immerse pieces of rubber tube in carbonic acid gas under several atmospheric pressures, and found that the rubber swelled up to sometimes ten times its original size. It also came to resemble gelatine in consistency and lost parts of its elasticity.

When taken out and left to the action of the atmosphere the carbonic acid gas absorbed in the rubber gradually disengaged itself in small bubbles that made a slight crackling noise when they parted from the rubber. Within one hour the rubber resumed its usual size and appearance.

When the carbonic acid was simply inclosed in a rubber bag, under ordinary atmospheric pressure, it passed through the rubber by degrees. When a 3½ inch tire was charged with the gas under 80 pounds pressure the deflation took place more rapidly.

He next proceeded to analyze the air contained in a tire that had been inflated with ordinary atmospheric air for some time, and found that it was no longer atmospheric air. Its components, which are about 21 parts of oxygen, 79 parts nitrogen and a small quantity of carbonic acid gas, had escaped through the rubber at an uneven rate. He found that the oxygen had escaped more rapidly, and that the gas in the tire contained more than its due share of nitrogen.

With a tire which was inflated a number of times to make up for loss by leakage the contents were found to be nearly pure nitrogen, all the oxygen having gradually escaped, while the nitrogen, introduced by each inflation with atmospheric air, remained.

The scientist drew the following inferences from his experiments: First, carbonic acid gas is not adapted for tire initation; second, with ordinary atmospheric air one must expect the oxygen to leak out again, leaving only four-fifths of the original inflation, the rapidity of this action depending upon the quality and nature of the rubber used in the composition of the tire; third, an air tire should never be entirely deflated if it can be avoided, because the new air will be partly oxygen, which will escape,

while the old air is nearly all nitrogen, which does not escape through rubber.

According to these experiments it would be preferable to inflate tires with nitrogen from a tank, but as the gas is not at present available in this form the next best thing to do is to inflate hard with ordinary atmospheric air and repeat the inflation as often as the tire shows a decrease of hardness, indicating the escape of oxygen.

Two Troubles and Their Remedy.

Two recent experiences of a Bicycling World man teaches that constant repetition of advice and instruction on any one point in motor bicycle management seems to be necessary. This because in one of the following cases the man involved had been given the same advice no less than three times in the last 15 months, and in the other twice in six months.

The last times occurred within a week. In both instanaces intermittent running was complained of, and it was positively asserted that the previous troubles were not the present annoyances, as care had been taken to test for proof.

In one case lots of sparking in testing with a screw driver at the spark cam, but a thin streak at the end of the secondary wire when detached from the plug. Simply a case of leakage through the insulated covering of the secondard wire at a point between the coil and the plug, where the wire was attached to the bicycle frame. Remedied by slipping a piece of rubber tubing over the secondary wire, using soapstone to make the tubing slide easily. Tire tape was not used, as it can be wound around the spot ten thicknesses and then not hold the short circuit.

In the other some cheap metal had been used for the contact point of the screw, and in the blade of the make and break of the spark cam. Result, constant pitting from the arcing of the current and the pits filled with greasy dirt. Cleaning off the surface only helped matters temporarily, as the pockets in the contacting surfaces never got thoroughly cleaned out. Remedied by filing off to smooth surfaces with a nail file.

Wicks That Flare Up.

Ordinary lamp wicks do not take too kindly to fiame on such wet and windy nights as we have had recently, says a writer in Cycler's News. After wasting two or three matches you get one to burn inside the lamp, and then begins the coaxing, cozening and warming up of the wick before it will come to business. You get one corner lighted, and wait patiently for it to burn up, or impatiently jump on your bicycle and jolt it out.

All this trouble and annoyance may be prevented by a little forethought and a drop of kerosene, the forethought to trim the wick and turn it just below the level of the slot before starting, and the application of the drop of kerosene, which will soak in and change the nature of the troublesome wick until it will flare up at the sight of a lighted nation.

GRAPHITE'S BEGINNING

Seventy-Five Years Ago the Competition Began With German Makers.

There is no question that the difficulties of properly lubricating small motors has led many an experimenter to wish that something else than oil could be used. The tendency is to turn to graphite, because it will do away with some of the evils of leakage and because it does not char or carbonize. Its difficulties have been in preventing it from short circuiting the spark plug, and if that tendency can be overcome by designing there would be everything in its favor. That this may be finally accomplished can find some believers; therefore its beginning in this country is of interest.

Graphite, or plumbago, was originally brought to this country in small quantities as a curiosity, there having never been found any but very small deposits of the most useful varieties on this continent except at Ottawa, Canada, and Ticonderoga, Lake Champlain.

It being one of the difficult and refractory substances to manipulate, but few persons in the world were able to bring it into shape that would render it useful to the arts or manufactures, and what did not enter into legitimate commerce was manufactured in Germany. But the crucibles of foreign make proved not only expensive, but unreliable, which was a serious drawback to the growing industries of this country.

In the year 1827 a new and successful rivalry to the German trade sprang up in Salem, Mass. One Joseph Dixon, a worker in metals, had turned his attention to the subject of a reliable crucible, which he thought of vital importance to the successful manufacture in metals, and some samples of Ceylon plumbago, brought by ship carpenters as a curiosity on account of its great beauty and purity, coming into his hands, he set himself to work to test its qualities in the manufacture of crucibles, Though the quality was superior to the German graphite, the difficulties of grinding and bringing it into controllable shape offered unexpected obstacles to his success, But this was subsequently overcome by the invention of new machinery, which resulted in the present style of crucible extensively used by all metal workers in this country and Europe.

From this beginning graphite has been so perfected that it enters into many industries and has many uses not thought of when crucibles were the consideration that first led to the extensive present day output.

A cycle versus cavalry competition has been arranged to take place shortly over chosen ground near London, England. The contest has arisen out of a controversy as to whether mounted men or cyclists would have proved the more efficient as pursuers of war balloons.

PISTON HEAD FITS

How the Size at This End Should Vary From That of the Open.

Only those who have had the experience in fitting pistons to cylinders know the difficulties undergone in trying to find the clearance to be allowed in order to prevent seizing when heated. One maker has adopted the rule of grinding both cylinders and pistons, tapering the latter about eight-thousandths in the length, with the big diameter at the open end, allowing one-sixty-fourth clearance at the closed end. On this subject the following, by a writer in the American Machinist, is of interest:

"As often happens in shop practice, no hard and fast rule can be given for fitting piston heads of gas engines, but a little consideration of the conditions to be met will indicate what is needed. From this it can be determined what is necessary and the amount of allowance determined.

"To those giving the construction and operations of a gas engine consideration, it is of course very evident that the piston head gets much warmer than the cylinder, and that this difference is greatest when the engine is developing most power.

"This difference is also influenced by the thickness of cylinder walls, temperature of cooling water in the jacket, speed of engine, kind of cylinder oil used, quantity of cylinder oil used, etc., and also by whether the engine is two or four cycle, single or double acting, with or without cross-head, etc., and in large engines as to whether the piston head is cooled internally by water passing through it or not.

"I think a very brief consideration of these conditions will show that this is a problem impossible of solution by the draughtsman or designer, owing to the numerous uncertainties involved. He may make a very good guess at it, basing his guess partly on calculations and partly on previous experience, but is wise if he understands it is a guess, and acts accordingly.

"Submitted to the Analytical Calculus of 'cut and try' of the shops, this question becomes one that can be more nearly solved.

By fitting a head so it will be a working fit, and putting it in and running it under working conditions, and noting if it has any tendency to stick, it will be seen whether that is loose enough or not. It will generally be found too tight for hard work. It will also, if of the trunk type long head that takes its explosion at one end only, be found to be bearing hardest at the inner end. By easing off and trying a few times, the shape of the head and also the size may be found. This, then, may be taken as a standard for that make of engine and that size of the make.

"When a head has been fitted in this way it will be found to be largest at the open

THE BICYCLING WORLD

end and smallest at the closed end, but it will not be a straight taper, but will be a curve, getting smaller more rapidly as the closed end is approached.

"The amount of taper necessary in practice is very slight, except for the last part, where it is better to be liberal with the reduction, as the head has a way of getting larger just at the end if the work is hard and continuous.

"Having found the allowance suited to the engine and size of cylinder, the inside micrometer and any suitable gauge for outside measurements will duplicate it.

"The matter of a suitable quantity and quality of cylinder oil is one that is of great importance, both to the maker and user. The heat due to friction will often cause a piston head to become red hot, and stick and cut the cylinder, where, under the same conditions of load and speed and with a good oil in reasonable quantity, the engine will not even smoke. I believe the subject of oil almost a vital one to both the makers and users of gas engines, and one that should receive very careful attention, as very often trouble is blamed on the engine that is entirely due to the oil used.

"Starting with a small size cylinder and finding the proper allowance, and then doing the same with a large one, will give data enough for determining intermediate sizes very closely.

"While it is desirable to make the fits as close as is safe, yet it is well to keep in mind that a tight head will do more harm than a loose one, and when a head begins to stick even good oil will get crowded out, and both cylinder and head are likely to soon be in bad condition.

"Should your reader who wishes information on this subject be repairing engines of various makes, I would suggest that he give about double the allowance he would for ordinary working fits of the same size. Where the cylinders and heads are both very true and smooth, this allowance should be slightly greater than where they are left rough."

Easy Steering Makes Easy Ridiug.

Free steering has much to do with the ease with which hills may be negotiated; a stiff head makes hard work of a very moderate hill. This was impressed upon a rider the other day, when his bicycle required an extra push to mount a hill which he usually takes with ease. On reaching home he put the machine through its facings.

The wheels ran freely when there was no load on, pedals and chain seemed all right, but the ball head was—well, it could hardly be called stiff, and yet it was not so free as usual. The mud had splashed up and clogged the bottom ball race slightly, and it was evidently this slight stiffness in the steering which had spoiled the hill climbing qualities of the machine for the time being. A drop of gasolene washed out the grit, and care was taken to smear all around the bottom ball race with vaseline, to prevent dirt working in again.

PROTECTION FROM PIRATES

How Makers May Protect Tnemselves From Foreign Imitations of Their Goods.

General Spaulding, Acting Secretary of the United States Treasury, has issued a ruling in which he has pointed out a method whereby manufacturers of patented articles may, in a measure, protect themselves against the importations of infringements of such articles, and yet not take such matters into court. This ruling was the result of a number of applications that have reached the Treasury Department, asking that customs officers at various ports be instructed to refuse admittance to such articles. There is a law making such an action possible, but attention is called to the fact that under Section 2 of the tariff act is provided a partial remedy. The act reads as follows:

"No article of imported merchandise which shall copy or simulate the name or trademark of any domestic manufacture or manufacturer, or which shall bear a name or mark which is calculated to lead the public to believe that the article is manufactured in the United States, shall be admitted to entry at any custom house of the United States. in order to aid the officers of the customs in enforcing this prohibition, any domestic manufacturer who has adopted trade-marks may require his name and residence and a description of his trade-marks to be recorded in books which shall be kept for that purpose in the Department of the Treasury, under such regulations as the Secretary of the Treasury may prescribe, and may furnish to the department fac similes of such trademarks; and thereupon the Secretary of the Treasury shall cause one or more copies of the same to be transmitted to each collector or other officer of the customs.

General Spaulding suggests that owners of patented articles shall adopt a trade-mark, which may be registered as provided in the section quoted above, and while it must be conceded that a trade-mark will not proteet every infringement, which must be prosecuted in the courts, still it is believed that the publicity which will thus be gained will be such a protection that infringers will not find it profitable to attempt to import goods which may be otherwise identical, but which cannot be imported under the registered name or trade-mark.

It must be borne in mind, however, that this registration of a trade-mark or a proprietary name will not prevent the importation of goods under the same trade-mark, if the manufacturer of such goods has the right to use it, the department taking the position that the law is intended to protect the consumer from fraudulent importations, and not to prevent the exclusion of genuine articles manufactured abroad by parties who have a right, by purchase, license or otherwise, to use the frade-mark.

The best way to obtain the benefit of the act above quoted is to send to the Secretary of the Treasury for a dozen printed copies of the registration papers published by the Patent Office. These copies can be had for 5 cents each. These copies, being official documents, carry with them considerable prestige, and, besides, give just the information the collectors of customs want.

Acetylene Gases.

The recent publication in a New York daily journal of an advertisement calling for an expert on acetylene gas to complete a motor using this gas as the explosive recalls some experiments made about three years ago on the explosive properties of acetylene alone and when mixed with other gases.

Acetylene derives its main value from its extraordinarily high illuminating power per unit of volume; it derives this great luminosity from its high flame temperature, and its high temperature of combustion from its endothermic nature. But, being endothermic, it is liable under suitable conditions to explode in the total absence of air. Hence

its value depends on its comparative dangerousness. This liability to explosive decomposition by shock, etc., can be reduced by dilution; but to the increased stability thus obtained naturally follows decreased flame temperature, and in a far higher ratio decreased luminosity.

It is now well known that up to a pressure of two atmospheres dissociation of acety-lene produced by a shock of defonator is purely local, and so unimportant; above that pressure risk grows rapidly. An explosion of compressed gas may occur when water drops upon an excess of carbide in such a manner that part of the mass becomes incandescent.

A solution of acetylene in acetone is much safer than a liquefied gas, for the solvent is exothermic and so absorbs part of the heat evolved should an explosion take place in the solution. On the other hand, the gas above the liquid is essentially pure acetylene under severe pressure and exhibits its usual properties. When diluted with other gases the amount of pressure an acetylene mixture will bear without exploding throughout its mass if a spark is applied at one spot varies according to the nature of the diluent.

Hydrogen gives a lower margin of safety than coal gas, and ordinary coal gas than a product specially rich in methane. But all these materials are far less luminous than acetylene itself, whence it becomes a mere question of expediency how to balance the slight extra dauger but high light giving power of neat acetylene, with the loss of luminosity but great stability of its various dilutions.

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ADULT AND JUVENILE.

Our 1903 PROPOSITION is one that will interest you.

WRITE US AND WE WILL CONVINCE YOU.

The Toledo Metal Wheel Co.,



It's Time

to think of the goods that will sell next year,

THE SMITH Two-Roller Spring Post

is one of them. It was one of the sellers this season; it will be an even better one during 1903.

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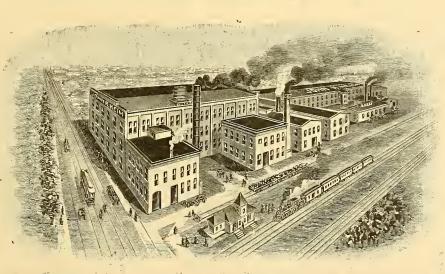
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SINGLE TUBE AUTOMOBILE & BICYCLE TIRE CO.

The Week's Patents.

710,241. Hub. John W. Blodgett, Chicago, III. Filed May 24, 1900. Serial No. 17,836. (No model.)

Claim.—i. In a device of the class described, the combination with the hub having the cups in the ends thereof and the balls in the cups, of the tubular axle, the cones on said axle, one of which is movable longitudinally to regulate the distance between said cones to adjust the bearings formed by the cups, balls and cones, and means co-operating with said cones to secure them in the desired position of adjustment, the tubular axle being of such a length relative to the length of the hub that the outer end of one of said cones is beyond the end of the tubular axle in all positions of adjustment; substantially as described.

710,556. Coaster Brake. George F. Barton, Elmira, N. Y., assignor of one-half to Frank F. Weston, New York, N. Y. Filed Aug. 6, 1901. Serial No. 71,022. (No model.)

Claim.—1. In a releasable driving device for wheels, the combination with a hollow wheel hub a driving member entering the wheel hub and adapted to be turned about the wheel axis and a toothed ring secured to the wheel, of a plurality of dogs each having a slot adapted to embrace said ring and a spacing ring to which said dogs are connected the driving member baving relatively projecting parts adapted to engage the dogs to rock them into engagement with the toothed ring.

710,576. Bicycle Lock. Joe G. Hann, Grand Rapids, Mich. Filed Oct. 15, 1901. Serial No. 78,751. (No model.)

Claim.—The combination with a locking case, of the tumblers C and D pivoted within the case and having springs connected thereto, a locking holt arranged within the case and having a locking member, a post or lug adapted to engage the tumblers, and a member adapted for engagement with the bit of the key, a casing open at one side, and an inverted U shaped plate sliding in the casing, a spring contained within the case and plate, the locking case having an opening communicating with the case and a locking bar having a notched angular end, substantially as and for the purpose described.

710,646. Carburetter. Ora W. Williams, Cleveland, Ohio. Filed Sept. 30, 1901. Serial No. 77,052. (No model.)

Claim.—1. A carburetter for explosive engines comprising a liquid fuel tank, a mixing chamber communicating therewith, a valve casing; and independently adjustable non-communicating valves arranged within said casing and having independent communications with the mixing chamber, one of said valves governing the supply of air to the chamber and the other the outflow of admixed air and vapor from the chamber to the engine, substantially as described.

710,726. Bicycle Canopy Support. George Valiant, Toronto, Canada, assignor to Margaret Valiant, Toronto, Canada, and William Mitchenor Pentelow, London, Canada. Filed Aug. 7, 1899. Serial No. 726,452. (No model.)

Claim.—1. In a bicycle umbrella, the combination with the standard having a toothed quadrant at the lower end, of the double elip embracing the top reach and designed to receive between the upper members the quadrantal end of the standard, means for holding the elip rigidly on the bicycle and the toothed block extending through one side of the clip normally engaging with the quadrant and provided with a stem extending through the opposite side and a knob and

spring on such stem as and for the purpose specified.

710,793. Pneumatic Tire. Frank Mitchell, London, Eng. Filed July 8, 1902. Serial No. 114,752. (No model.)

Claim.—1. A pneumatic tire containing a number of closed air chambers made of india rubber arranged inside a canvas bag, the requisite air pressure in the chambers being produced by external pressure prior to closing the bag.

710,831. Bicycle Motor. Robert S. Andersen, Toronto, Cauada. Filed Apr. 4, 1901. Serial No. 54,339. (No model.)

Claim.—1. The combination with the holow engine shaft suitably journaled in the casing and provided with aunular flanges and the cylinder and piston, of the eccentric having an opening therein and pins extending therethrough for securing it to the annular flanges and the piston rod having a ring shaped end fitting over the eccentric and the opposite end suitably connected to the piston as and for the purpose specified.

2. The combination with the frame and suitable bearings at the interior of the lower portion thereof, of the hollow engine shaft suitably journaled in such bearings and the pedal axle extending through the engine shaft and provided with suitable end bearings and suitable connecting driving means between the pedal axle and the engine shaft as specified.

710,844. Drive and Brake Mechanism for Velocipedes. James S. Copeland, Hartford, Conn., assignor to American Bicycle Co., Jersey City, N. J., and New York, N. Y., a corporation of New Jersey. Filed Feb. 4, 1901. Serial No. 45,991. (No model.)

Claim.—1. In a drive and brake mechanism in combination with a driving element and means for operating it, a drive clutch, a brake clutch, a brake, operative connections between the brake and brake clutch, a flexible clutch ring common to both clutches, and a clutch lever in operative connection with the opposite ends of the clutch ring, and with the driving element.

TRADE MARKS.

39,008. Bicycles and Self Propelled Road Vehicles. George M. Hendee, Springfield, Mass. Filed July 17, 1902.

The word "Indian." Used since January 1, 1898.

"Petrol" a Coined Term. -

It will undoubtedly be a matter of news to those who read English motoring papers to learn that the word "petrol," which they invariably use as we do the word gasolene, properly describes a proprietary article, and, strictly speaking, should only be applied to a spirit vended by the proprietors of the article. The word used abroad as a noun signifies a light, colorless liquid, obtained by the distillation of petroleum, and forms one of the series of hydrocarbons.

As a proprietary article it is manufactured solely by the firm of Carles, Capel & Leonard, Hackney Wick, London. This firm was requested in the early days of motoring by the Daimler Co., of Coventry, England, to distil a spirit suitable for their motors, and, having done so, they christened the spirit "Petrol," up to then an unknown word. The distillation was so successful and the name so appropriate that it has since come into general use in the land of its origin. At 68 Fah. the specific gravity of fresh petrol is .676.

The Week's Exports.

Australia was the only heavy buyer of American cycle stuff last week, small purchases being the rule. The record follows:

asses being the rule. The record follows: Antwerp.—1 case bicycle material, \$125. Arvica.—1 case bicycle material, \$20.

British Possessions in Africa.—5 cases bicycles and material, \$660.

British West Indies.—19 cases bicycles and material, \$408.

British Australia.—280 cases bicycles aud material, \$5,058.

Brazil.—3 cases bicycle material, \$132.

British Guiana.—3 cases bicycles and material, \$42.

British East Indies.—14 cases bicycles, \$208.

Central America.—1 case bicycles and material, \$50.

Cuba.—5 cases bicycles and material, \$148. Copenhagen.—4 cases bicycles, \$75; 49 cases bicycle material, \$1,449.

Dutch West Indies.—6 cases bicycle material, \$38.

Ecuador.—1 case bicycles, \$33.

Egypt.—25 cases bicycle material, \$225.

Florence.—1 case bicycles, \$66.

Genoa.—9 cases bicycle material, \$260.

Hamburg.—6 cases bicycles, \$305; 20 cases bicycle material, \$477.

Havre.—2 cases bicycles, \$20; 21 cases bicycle material, \$860.

Liverpool.—27 cases bicycles, \$400; 10 cases bicycle material, \$298.

London.—24 cases bicycle material, \$1,640. Malta.—3 cases bicycle material, \$85.

New-Zealand.—9 cases bicycles and material, \$580.

Rotterdam.—4 cases bicycles, \$96; 16 cases bicycle material, \$506.

Southampton.—1 case bicycle material, \$20. Stockholm.—1 case bicycle material, \$30. Turkey in Asia.—1 case bicycles and material, \$75.

Tunis.—24 cases bicycles, \$360.

United States of Colombia.—2 cases bicycles, \$30.

Watch the Fires.

The treatment of fine steel is to-day as much a matter of interest to steel users as it ever was, says Sparks.

How to get as much out of such steel as it is capable of yielding is one of the questions of the hour.

The principal difficulty lies in heat treatment. Heat is, in fact, the element that fixes in steel its good qualities if properly employed, while imparting bad qualities when improperly applied.

Therefore be watchful of the fires.

In Favor of Metric System.

The Western Society of Engineers sent to its members a paper containing the written opinions of members for and against the adoption of the metric system; 153 members voted, and of these 130 voted to have the society indorse the bill now pending before; Congress for the adoption of the system by the various departments of the government. Twenty-three voted against it.

WANTS AND FOR SALE.

15 cents per line of seven words, cash with order.

WANTED—Everyone interested in motor bicycles to purchase "Motocycles and How to Manage Them." Contains 126 pages bristling with information. \$1.00 per copy. For sale by The Goodman Co, 154 Nassau St., New York City.



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We make cheaper oilers, also.

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Cinch Coaster Brake

The Lathe as a Shaper.

There are times when even the smallest shop feels the needs of a shaper, but, of course, its ownership is out of the question in most instances. Given a good lathe, however, it can be rigged up with an attachment that will do the work, from the following directions:

Purchase from any old machine stores a back poppet head from a brass finisher's lathe. This will have, instead of the usual screw and hand wheel, a solid spindle operated by a long lever at its end. The spindle should be replaced by one made of a steel forging and having at its end a square boss about two inches square and the same length.

Through this boss is a half inch square hole, and on its front face it is provided with two hardened set screws screwing through into the square hole. The square hole passes right through it vertically, and is to take the tool which is a miniature planer tool, made from half inch square tool steel.

The poppet head is bolted firmly in position and the saddle drawn up close to it. A small planer vice is bolted on the top slide in place of the tool post, and the top slide is turned completely around, so that its draw screw handle is on the left instead of on the right.

This gives a combination of a tool box held on the end of a moving ram, which is operated by hand by means of a long lever, a piece of iron barrel being driven on to the end of the existing lever to increase the leverage and hence the power of the stroke.

With this a work table is provided which yill hold the work rigidly, and yet allow of its being moved laterally in either direction, giving all the movements of the shaper except the vertical feed for the work.

For small work—and this rig is not intended for heavy work—the vertical movement can be dispensed with, the feed downward of the tool being accomplished by slacking off the set screws and gently taping the tool down with a hammer. The poppet head should be higher by about two inches than the original centre of the lathe, so as to allow of the work being got in between it and the top of the slide rest.

For extra thick work the head can be

packed up on an iron casting with a tennon underneath to correspond with the space between ways of the lathe bed and a groove on its top side to correspond with the tennon on the bottom of the head. Most lathe users will be familiar with these packing pieces.

It must be understood that only small work can be accomplished by this device, and a great deal of its efficiency depends greatly on the stiffness and fit of the ram in the headstock. This should fit very nicely and without shake, otherwise the tool will chatter and a bad surface result. It is a simple attachment, and does not interfere with the use of the lathe in the ordinary way, while for many small repairing jobs it will come in very handy.

His Home-Made Feature.

Recently reading the experience of a foreign motocyclist calls to mind a similar affair that occurred to the owner of a home made motor bicycle which drove with a chain direct to the rear wheel.

Taking his cue from the manner in which the pedaling chain sprocket is always attached to the rear hub, that is, with the sprocket screwed on with a right thread and secured with a left hand outside lock nut, he attached his motor shafts by the same method. Trouble came when it became necessary to adjust the connecting rod bushing on the flywheel wrist pin.

No power on earth was forcible enough to unscrew the flywheel, which, owing to the constant heat of the motor, had become so tightly wedged that the axle had to be drilled out and a new one fitted.

Shop Talk.

"I lead a hard life," said the emery wheel,
"So do 1," said the file. "I am up against
it all the time."

"Poverty oppresses me," said the bellows, "I never can blow myself."

"Quit your growling," said the saw, "You put my teeth on edge."

"I may be the village cut up," said the kitchen knife, "but I haven't the snap the steel trap has."

"What a bore," said the gimlet.

And the seance closed with a spirit level. It was on the square.—(Toledo Blade.

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that is now going on, it is safe to say that the

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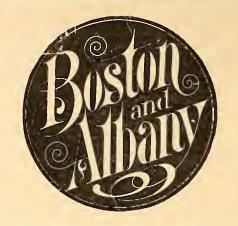


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" Rochester	9.45 ''	1.15 "
" Buffalo	11.40 "	
" Toledo	5.55 A M	
" Detroit	0.00 1.11	8.25 "
" Chicago	11.50 "	3.15 P.M.

"Chicago Special" has through Buffet Library Smoking Car and Dining Car to Syracuse and from Toledo to Chicago.

"North Shore Special" has Dining Car to Albany, and from St. Thomas to Chicago. Both trains run daily and are made up of the most modern and luxurious vestibuled Sleeping Cars running through to Chicago.

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A. S. HANSON, Gen. Pass. Agt., Boston.

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The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVI.

New York, U. S. A., Thursday, October 23, 1902.

No. 4

UNRAVELING THE KNOTS

Conflicting Receivers Ousted and Officials say A. C. M. Co. Will be O. K. in 90 Days

Unless the present plans of the receivers of the American Cycle Manufacturing Company go awry, it is not unlikely that they will obtain their discharge within the next ninety days. Together with the reorganization committee they are working to that end, and believe that the limit set will see the company again on a sound financial basis

One of the steps in that direction was taken late last week when Judge Kohlsaat of the United States Court in Chicago revoked his appointment of Messrs. Whitney and Rhode as receivers of the property in Illinois, thus permitting the other set of receivers, Messrs. Coleman, Pope and Miller, to obtain possession. Whitney and Rhode, it will be recalled, slipped in before the others had had time to file the qualifying bonds.

Judge Kohlsaat took action after the affidavits of R. L. Coleman, George Pope and L. Sheffler had been presented to him attesting that the company was perfectly solvent. The affidavits, which were submitted by Attorney W. A. Redding, disclosed assets of more than \$5,000,000, two millions of which are quick assets in the shape of finished bicycles, material on hand and bills receivable. The liabilities were shown to be about \$1,137,000, of which \$637,205.65 are due on open account; the balance is due the American Bicycle Company and the Federal Manufacturing Company.

The other twist in the concern's affairs, the petition of the Badger Brass Manufacturing Company et al., to have the American Manufacturing Company adjudged a bankrupt, was due for a hearing in Chicago on Monday next, but it has since deferred. Meanwhile these creditors have filed an amended petition making addition accusations.

The general charge is made that the bicycle concern has admitted its insolvency. As a particular act of bankruptcy it is asserted that the officers of the concern, about September 10, paid to the Union Drawn

Steel Company \$8,500, which constituted a preference over other creditors. Other preferential payments of this kind are said to have been made to the extent of \$200,000. It is charged also that Messrs. Coleman, Pope and Miller were appointed receivers for the concern in the United States Circuit Conrt, "solely for the purpose of enabling them to manipulate the property of the company and to delay creditors."

The only other development of the week was the issnance of the usual notice to creditors ordering that all claims be filed within thirty days from October 17.

Silverston's "Deal" Lands him in Jail.

Locked in the Tombs prison in this city is one Dr. Anthony B. Silverston, who was apprehended at the Grand Central Station on Thursday last and who is said to be a man much sought after by note brokers, bank cashiers and business men. The immediate cause of his arrest was an alleged deal involving the importation of some 10,000 English bicycles—a circumstance so rare as to be in itself cause for suspicion.

The prisoner, who is a distinguished looking man of middle age, had in his pockets four notes, undated, but drawn for sums running over \$3,000. Two of the notes were signed by "A. Ehrman," who is said to have an office in the Chesebrough building, and who, the police state, has disappeared, having been interested in a \$51,000 deal.

The prisoner was arraigned in the Tombs Police Court and then remanded. The notes were for \$1,250, \$740, \$958 and \$157, respectively. The two signed Ehrman were payable to Silverston. The other two were blank in that respect.

Joseph D. Hart called at Police Head-quarters and said he was Silverston's counsel. He understood his client had received the \$9,000 note in the course of business from one Wheeler, and that it was payable to the order of the Empire Cycle Company, of London, a concern doing business with the Siegel-Cooper Company, who, it is alleged, had given them an order for 10,000 bicycles.

The note purported to be signed by the treasurer of the Siegel-Cooper Company and indorsed by the Empire Cycle Company. Mr. Hart said his client had given the note to Charles W. White of 11 Broadway, and had received \$500 on it.

TUCKER PLANT DESTROYED

But all Orders Will be Cared for—Fire Attended by Tragic Loss of Life.

Fire on Friday night last totally destroyed the plant of the Tucker Bicycle Woodwork Company, at Urbana, O., entailing a loss of \$50,000 and involving a particularly distressing tragedy.

The four sons of the night watchman were visiting him at the time the fire broke out and in seeking to escape, one was killed, perishing in the flames, and the father and his three other sons were badly burned after jumping from a second-story window.

The origin of the fire is unknown and was beyond control when discovered, the inflammable material made the plant a quick and easy prey to the flames. The insurance amounted to \$35,000.

Coming at this time it was first thought that the Tucker people would be seriously crippled, but their control of the Rastetter wood rim factory at Fort Wayne, Ind., has enabled them to prove equal to the emergency. The Rastetter factory, they wire the Bicycling World, will take care of all orders for the present and without the slightest delay or confusion.

The Bottom-Bracket Litigation.

The embarrassment of the American Bicycle Company has caused some speculation as to the status of the bottom bracket litigation. From an authoritative source it is learned that the many rumors of its abandonment are without a shred of foundation. Testimony is still being taken and it is thought will be concluded within six weeks, when the attorney for the defense will take the stand and throw light on the statements made by the rascal Gould.

Funke Now on Broadway.

A. H. Funke, the well-known New York jobber and importer of Kelecom bicycle motors, has removed from 98 Duane street to 125 Broadway; at the latter address he will have much larger and better facilities than heretofore.

THE BICYCLING WORLD

THE FUED OF THE C. R. C A.'S

Two Year's Fight of the "Yellow Sweaters" may Lead to Court or Consolidation.

For four consecutive Sundays now the rival leaders of the Century Road Club of America and the Century Road Club Association in this part of the country have sounded the call of "Sweaters and Knickers" for the "annual individual record century" over the Long Island roads, and each time its event has been postponed by each faction because of rain. The officers and the members of their staffs have each Sunday foregathered at Bedford Rest, Brooklyn, and sat about in separate groups at different tables, each side plotting how to get the better of the other by securing more entries and pulling off a bigger run-which incidentally means race in this instance—than the other.

From these different groups glowering glauces of antipathy and menace would occasionally shoot across the room and then there would be more whispered consultation. The unitiated, seeing the men similarly uniformed, noting the similarity of the names of two organizations holding two runs of the same sort over the same course, have wondered what it was all about. It has puzzled the general cycling public more than a little to tell who was which in this comical yet serious mess of century clubs, for the organizations are the most active ones now identified with road riding, and the newspapers have repeatedly confused their names and affairs. Ever since the split in the Century Road Club, a couple of years ago, the new set and the old have been holding duplicate runs, taking the same day and the same title for the century and trying each to injure the affair of the other by claiming each to be the "real thing" and offering all manner of inducements. The feeling between the two organizations is itese ad on more than one occasion fisticuffs have threatened.

Just how the trouble began is shrouded in some doubt; the average member of either party probably could not give a clear reason for it did his life depend on it. He simply knows that he is opposed to the "other crowd" on "general principles" and his opposition is both apparent and bitter; the feeling is so deep that it almost amounts to the proportions of a fued.

From the best obtainable information the trouble originated over one man, who at one time was treasurer of the Century Road Club, and who still occupies a titled position in the organization. He originally came from the South, having left there rather suddenly after signing a paper and deeding over his property to his employer. After locating in Chicago he held several positions in the cycle trade and in nearly every instance left them because of peculiarities in his accounts. He was an uncommonly expert bookkeeper, so expert that one of his employers once told

a Bicycling World man that while he knew that peculiarities existed they were so artfully covered that their extent was never discoverable.

These peculiarities also made themselves manifest in the Century Road Club's accounts, and led to a conference at Cleveland in which the arrest of the individual in question was seriously considered and would have come to pass but for the intervention of a peacemaker. When the conference ended one faction in the club repudiated the man; the other took him to its bosom and found another office for him. The former faction rebelled and formed the Century Road Club Association. The fued dates from that time and the end is not even shadowed on the horizon, in fact, there is even promise that it will be carried into court.

While there is an element on each side working in a quiet way to bring about peace among the rival yellok backs of the road, on the other hand there is bitter talk about larceny, arrests and law suits.

It is climed by officials of the Century Road Club of America, the loyal ones who still lead it, that when the seceders of the Century Road Club Association set up in opposition to the parent body that certain trophies, including silver cups and banners, remained in the clubhouse of the association at No. 310 West Fifty-third street, which were the property of the parent body, and were in the clubhouse simply as a loan exbibit. These trophies, it is claimed, never have been returned, although repeated demands for them have been made. In fact it is said by the officers of the Americas, as the loyal flock of the original body is known, that their demands for the inscribed plate and silk emblems of prowess have been met with saucy replies to the effect that there was no property of the Americas in the house of the Association.

The matter has been placed in the hands of a lawyer, and the prospect of legal music arises therefrom. The trouble is due to come to a head this week or next, the claimants having placed a time limit on their waiting patience.

The greatest rancor between the two century sets is naturally fostered by the leading spirits in each, for at the same time that all this terrible talk is going on there are a few members who are counselling conservatism and proposing a consolidation. It has been suggested by certain prominent members on each side, acting unofficially and somewhat surreptitiously that an arbitration committee should be chosen and the difficulty settled in the improved modern manner used for coal strikers. The circumstance that gives this proposal just a ghost of a chance to be accepted is that there is soon to be an election held by both organizations and that in the camp of the seceders the head rebel is to resign his leadership and in all probability be succeeded by a man who is known to be of decidedly conservative character. It is believed by some of his associates that this man, if selected for the presidency, would

regard favorably any overtures toward a reconciliation

It seems to be a fact that although the Association left the original C. R. C. A. wounded and bleeding by the roadside, and apparently in death throes, that it has persisted in living and under the lead of a certain determined few has even had the temerity to increase in membership so much that it is now in fair health. There are in fact quite a few men so undecided in their minds that they hold membership in both bodies. Each side declares positively that it is taking members from the rival faction and deprecates the claims of the other as boasts. This attitude makes it difficult to get at the facts, but there seems to be no doubht that as yet the association has much the better of it so far as membership strength goes, and it also has an advantage in the possession of a clubhouse in this city.

Disadvantage of High Peaks.

"I never so thoroughly realized the real disadvantage of the high-peaked saddle as I did on a recent ride against a head wind," recently remarked a cyclist who keeps pretty steady at it. "I was using an old saddle of mine which is built very much that way, and, as long as I am content to ride fairly upright, is the very acme of comfort. But to get along against gales you don't want to ride in such a position, but get below the handle-bar if you can.

"With the seat of the saddle horizontal, the peak effectually prevented me from getting down to my work, and saving the windage, as I wanted." It suits me, under ordinary circumstances, and I have used it so long that I have adapted myself to it, but all the same, I am confident from my recent experience with a saddle, the whole top of which is horizontal, that had this old time make I used been built on similar lines it would have been more popular.

"There is no one who decries the double-up position more than myself, but there are times, on that ride for instance, when it gives you a much-needed help. A motor bicycle friend of mine in discussing head winds told me the other day that the difference in the pace on a fast motor cycle, when the rider is sitting up, and when getting down as low as possible, is at least a couple of miles an hour."

Japan Selects a Good Model.

Japan now has a cycling journal of its own, the Cycling World, a monthly published at Osaka, the second city in the empire. In a letter stating that the title and heading design were inspired by and reproduced from the Bicycling World, one of the publishers adds that they are also "obtaining much useful and interesting information" from it.

Veteran Dealer in Trouble.

With a record of twenty-one years in the bicycle business, the announcement of the assignment of R. H. Robson, of Salem, Mass., came as something of a surprise to those who knew him. Poor collections are given as the cause of the embarrassment, but it is believed that matters will be adjusted and the business continued.

DECIDING ITS FUTURE

Election now in Progress That Will Practically Settle Fate of the L. A. W.

The mail vote which probably will decide the fate of the League of American Wheelmen is now in progress. The fight, as is known, is being made in the New York Division, where, for the first time in many years, two tickets are in the field. The ballots were mailed on Monday and to be counted, must be returned on or before November 1. As New York State, with less than 2,000 members, comprises one-third of the total membership of the League, the momenuousness of the election is apparent.

The regular ticket is headed by the present chief consul, C. J. Obermayer, of Brooklyn. The independents are led by Alderman Joseph Oatman, of this city, and base their opposition on the do-nothing policy that has marked the Obermayer administration; they aim at the reinvigoration and restoration of the organization.

The administration makes practically no effort to refute the charge against it; its campaign matter, mailed simultaneously with the ballots, is almost wholly a mendacious attack on the two chief independent candidates. Oatman, a reputable real estate merchant, is bitterly assailed as a "politician" and in a fashion that will cause other legislators to bear the League no good will, At the independents' candidate for vicecounsel a great mass of misstatement is thrown. He is attacked on "everything in general," and mainly because he opposed the "gratters" and salary grabbers who sapped the vitality of the organization several years ago.

The independents, on the other hand, have stated their case without heat or personality and have placed the issue squarely before the membership for final decision in this wise:

"Regardless of partisanship, and despite anything that we may say, or that those whose re-election we oppose may say, you know how much, or rather how little, you have seen, heard or felt the name, work or influence of the L. A. W. during recent years. ls it your desire that such conditions shall continue? Shall the League be awakened or shall its slumber and loss of membership and vitality deepen? Shall it go backward or forward? This is really the chief question in issue. Your vote will help decide it, and doubtless for all time, as a return of the present administration will indicate plainly that its policy of 'rest and quiet,' and plenty of it, is approved and that a live organization directed by aggressive workers is not wanted.

"We earnestly trust that you will not fail to east your ballot—for us, we hope, against us, if you will. It is a case of 'now or never'

with the League, and the question at issue should be therefore settled by a full vote."

A peculiarity of the situation is that while the administration originally nominated seven candidates for representatives of the New York district, and authorized the independents to do likewise, the ballot instructs that but five be voted for.

The Mail-Order Bicycle Unmasked.

The Chicago mail-order house which operates under a cycling title and to whose brazen methods reference was made in last week's Bicycling World is now engaged in contracting for its goods for next year.

It will be recalled that this — Cycle Company "worked" the press with self-concocted items indorsing their "honorable treatment" of customers and narrating how they "kept their factories running all winter storing up wheels of the finest quality," this in face of the fact that the concern does not and never did own or operate a factory of any sort.

Their letters asking quotations, however, lay bare their ideas of what constitutes "honorable treatment" and "wheels of the finest quality."

One of these communications, bearing date bearing date of October 18, 1902, has come into the possession of the Bicycling World. This is one of the "wheels of finest quality" on which prices are asked:

"A bicycle with either flush or ontside joints, one or two piece hanger, MADE UP FROM ANYTHING IN THE WAY OF JOB LOTS WHICH YOU MIGHT HAVE OR WHICH YOU MIGHT BE ABLE TO GET. * * * We desire to buy all of these bicycles stripped."

This 's a verbatim extract from the original communication. While it says nothing about the equipment, the fact that the bicycles are desired stripped conveys its own suggestion. Job lots of tires, saddles, pedals, etc., are purchased wherever they are to be had and fitted with them these bicycles "of the finest quality" are thereby made the "finer."

Who are These Swiss Visitors?

Press dispatches from Washington say that 150 bicyclists from Switzerland are now in Canada, and have applied to this government for permission to bring in their wheels free of duty. This has been allowed on an assurance being received that the Swiss government would extend the same courtesy to American cyclists. Who they are that constitute the Swiss party is not made plain and nothing is known of their plans.

Changes in Hartford Staff.

J. B. Kavanaugh has been appointed manager of the Hartford Rubber Works Company's branch in Cleveland, O. He succeeds P. W. Hood, who resigned. The Hartford people have also added to their traveling staff Teddy Edwards and D. W. Shaddock; the former will cover Connecticut, the latter Indiana, Iowa and Missouri.

WINDFALL OF \$900,000

Under Pressure That Sum is Returned to Rubber Goods's Treasury and Why.

It has come out, and the news has been amply confirmed by the Bicycling World, that former directors of the Rubber Goods Manufacturing Company and some of its constituent concerns have paid some \$900,000 in cash into the treasury of the company and taken up some unmarketable securities which had been loaded on the company.

This was done under threat of a suit, but it was recognized as such a fair demand that the \$900,000 was paid over without a murmur. The security taken up was a block of second mortgage bonds of the Park Row Syndicate Building, which was paid to the company in exchange for the equity of the Mechanical Rubber Company in the property at Nos. 11 and 13 Park row. Some of the members of this syndicate were interested in the Rubber Goods Companywhich controlled the Mechanical-and voted to give the company second mortgage bonds for its real estate holdings instead of first mortgage, to which it was entitled. Life insurance companies took the first mortgage.

Interest has been paid upon these bonds since they were given to the company, but there was no market in which they could be sold for their par value. In the shakeup in control of the Rubber Goods Company. James R. Keene, J. P. Morgan, F. A. Smithers, Brown Bros. & Cc., and Baring, Magoun & Co. were found to be the owners. In looking up the assets of the company, these bonds were discovered, and as the investment was not one which should properly be made by a manufacturing concern, restitution was demanded, and after several prolonged conferences an agreement has been reached by which \$900,000 in each will be paid, and the threatened suit abandoned,

The Rubber Goods Manufacturing Company, notwithstanding the vicissitudes through which it passed during the Flint regime, has paid its preferred dividend regularly, and last year reported a net surplus of about \$1,000,000. The only bonded indebtedness is \$1,300,000, representing an underlying mortgage. The \$900,000 received will retire most of this. During the first six months of the present year the net earnings were \$1,200,000, and it is estimated that for the full year they will aggregate at least \$2,200,000. The 7 per cent. on the preferred cals for \$560,000, and a per cent, on the cemmon would be \$680,000, above which there will be a surplus of about \$1,000,000 from this year's operations.

Recent Incorporation.

New York, N. Y.—Hydra Battery Company; capital, \$100,000. Directors—A. S. Apgar, S. G. Whiton, and L. H. Bigelow, of New York City.

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September 25th, 1902.

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Yours truly, E. A. PAYNE.



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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. 0. Box 649.

NEW YORK, OCTOBER 23, 1902.

Why not a Show?

Why not hold a bicycle show in the spring? To mention it means to see the hands go up and to bear a sareastic chuckle. But let us take a square-eyed look at the situation and see if the idea is absurd. Let us admit that cycling as a fad is non est. Admit that a show like those of old is impossible. Admit that the changes are so few and differences between wheels so much less that the public could not be attracted in great crowds. Yet why not rise to the fact that there are tens of thousands of riders who are alert to everything that is new in bicycles and that if they would not attend in great armies, that they would in regiments. If Madison Square Garden could not be filled a smaller place could. Why not meet the conditions and do the thing in proportion. No false pride should interfere. No false economy should deter.

As one dealer of aggressive spirit remarked only yesterday:

"The earth should not be allowed to think that the bicycle has been abandoned even by the manufacturers."

Why not hold a modest, suitable show, one backed by manufacturers, but really designed for the benefit of the retail trade? Let it be held at about the beginning of the retail selling season. It would be in a hall of moderate size. There need be no electric signs, no velvet carpets, no souvenirs. Yet it need not be cold or forbidding. It would be an industrial exhibit, conducted for practical purposes with a nominal admission price. Enough would attend to pay the running expenses, and the profit would be in the awakening effect it would have. Let exhibits be made east and west in several of the biggest cities and let there be enough new features to furnish even a little data and the press will do the rest.

If such a move could be looked forward to even now there would be enough changes in models to carry the point. Last spring a live newspaper man went around in New York City and discovered enough new things in 1902 models to furnish material for a column in the Sun. The fact that the article was copied, shows that the interest is not dead. Let us have new things and let us show them. If not, why not?

Mail-Order Bicycles Convicted.

If anything is useded to prove the nefarious practices of the mail order houses and the nefarious quality of the bicycles which they foist on an unsuspecting public, the letter from the Chicago concern referred to in another column, the original of which is in our possession, supplies the required evidence.

It is about as shameless a communication as ever left a commercial institution claiming the remotest title to the characterization "honorable"—a characterization which the concern in question, though bogusly posing as a manufacturer of the "finest wheels," applies to itself.

That any man or set of men should openly declare themselves ready to place an order for thousands of bicycles built, they care not of what material or where obtained, is little short of astounding.

If every man in the trade, or even every other one, would constitute himself a Garcia to carry to the country folk the mail-order doctrine of bicycles "made up from anything in the way of job lots which are obtainable anywhere," and burn it into their brains, the mail-order bicycle would soon shrivel to its proper proportions and more bicycles of quality be sold and more pleasure and satisfaction be derived from cycling by thousands of deluded riders.

The material is at the disposal of all who care to use it; it is for them to turn it to advantage.

The Crisis in the L. A. W.

The League of American Wheelmen has been so rarely heard of during recent years and has cut such a small figure in public affairs that even cyclists have ceased to exhibit concern or interest in matters affecting the organization. For that reason the import of the election which is now in progress in the New York Division is not generally realized. But to our mind it is really a life or death struggle.

From a powerful membership of more than 100,000 it has gone down, down, down, until it now numbers but a pathetic 6,000; it is deeply in debt; it has lacked vigor, purpose and accomplishment; it has been derided by many who were once its members; it has been succeed at by the press which once was its ally.

It was facing these conditions that the little band of New Yorkers with some love for the League in their hearts created the independent ticket that has momentarily given the organization an appearance of action and who would replace the idealless and do-nothing regime by an administration willing to work for its restoration. It is now "np to" the members of the organization to decide its fate. As the independents have truly stated, it is a case of "now or never," the issne being plainly whether the League shall really live or suffer a merely sentimental existence.

Realizing donbtless that no defense is possible, the administration which seeks reelection does not attempt to defend itself.

It merely hurls mendacious invectice and points to its eminent respectability. Having been tried and found wanting its fight for re-election is prompted not by desire to serve the League, but mainly that it may not be said that it was ousted. The apathetic chief consul has some small prominence in financial circles and apparently fears that defeat will injure his standing in

the community. Accordingly much money is being spent and many personal letters are being written to members to emphasize his great respectability, which is no less or no more than that of any other candidate. In its desperation the administration has also placed in cold type statements that will return to vex t, did it, in the event of reelection, surprise itself by attempting to do something. Like the coal magnates, the League administration has unnecessarily gone out of its way to insult and sneer at city officials as "politicians" and to speak broadly of their purchaseability. As it is to these same officials that the League must apply for support in many undertakings, to believe that they will not resent the nasty imputations when opportunity offers is to believe them more than human.

The New York election has forced the long-expected crisis in the League; we have supported the independents because, in our opinion, they constitute its only hope. Having conclusively proven its lack of ideas, interest and activity and its inability to check the downward career of the organization, a return of the present officers holds not the faintest prospect of betterment.

The L. A. W. is a very sick patient. Its present physicians have shown no aptitude in improving its condition. Every ballot east for their continuance is a stitch in the winding sheet which, consciously or unconsciously, they have prepared for it. If the League is not to become a mummified memory, a change of doctors is absolutely imperative.

The Over-Magnified Decline.

The trouble with too many writers on the daily papers, who have taken advantage of recent happenings to fill space in writing of the decline of the bicycle, has been that their point of vision was limited to their own city surroundings.

Had these same writers gone into the country districts they would have found that while city riding has declined most perceptibly, the use of the bicycle in strictly farming and country districts has had a constant and gradual growth, of course small as compared with the time when city buyers kept their dealers busy in trying to hold anywhere near the point of filling orders.

Go where you will, in thinly settled communities, and there will be found the bicycle used as a most positive factor in the daily life. This was most forcibly brought home to a Bicycling World man the past summer when visiting a section of the "country" that he had not been in for six or seven years.

At the last time of spending a vacation in that place there were two bicycles in the entire township. This year they were to be seen at nearly every house or gliding over such roads as the place boasted. Where before men went to their work in the nearest town by horse, either separately or by clubing together, and women went shopping in the same manner, where children trudged in many instances a mile and a half to school, now they use the bicycle.

While the above has no immediate bearing in the matter, the thoughts engendered recalls many things, in riding, that have more or less disappeared with the thinning out of bicycle riders in cities.

In those days were not only to be seen the youngsters, who are always with us, but the 60-year-old merchant, who pedalled sedately to and from his business. There were the many scorchers bent double over their handle-bars which curved like the ram's horn, and the directly opposite type of rider who used inverted bars and sat so stiffly upright in his saddle that every depression in the paving gave his spine a serious jolt.

There was also the man who could never learn to be a good rider no matter how many years he might be at it. He rested the entire flat of his foot on the pedals and rode with one knee mimicking the bowlegged and the other patterning after the knock-kneed.

There may be all these to-day, but they have to be sought for, where a few years ago they stood forth so prominently that the most uninterested could not dodge the knowledge of them. There were all these and many more. The man with the baby strapped to the bandle-bar and the girl with divided skirts and golf hose. They were all out in force in those days.

Wrong Profit Figuring.

The time is now approaching when bicycle dealers will have a few hours which they can devote to study, and these hours should have at least a portion of them given up to what profits really mean and represent.

If the year which is about to close has not yielded profits to the amount desired—the use of the word desire is only in the comparative sense—then there must be reasons for the condition, and no amount of research is too great if it leads to a solution. There is no doubt that in many instances

a small dealer does not properly understand how to estimate profit when he starts in for the season.

Too many work on the basis that when they buy for a dollar and sell for a dollar and one-half, they are making 50 per cent. profit. They arrive at this conclusion on the very simple reason of the ratio of the two figures. Calculated in this manner a pretty good income can be looked for, in advance, on anything like a selling record. But it is the wrong way and the way that has lead to many a ruin, in private as well as in business.

This is the secret of why some store-keepers find, in course of time, that their expenses are bigger than their profits. They cannot understand where the money has gone when they close up their financial season. They are sure, from the above method of figuring that they have been making so much profit and they have always thought that the expenditures were kept well within the bounds. They have not taken off the percentage anything for such small items as express charges both ways on goods sent for replacement, and an occasional small part or job for which no charge is made to a good customer.

Qualities of Salesmanship.

A good salesman is an absolute necessity in a retail bicycle store. He must possess urbanity, tact and perseverance, and at the same time bow down to the many idiosyncrasies of a probable buyer. He must be fully conversant with all the mechanical improvements of the day, be able to argue discreetly but successfully on any question that may arise in regard to the stability, speed, finish, etc., of a bicycle that he is trying to dispose of, and at the same time he should carefully refrain from uttering any disparaging comments on the goods offered by a rival tradesman.

Some men imagine that a buyer must be talked out, and not allowed to have an opinion of his own. Others lose business by saying too little, whilst many drive a probable custorier away by pressing him to buy a certain make, when his inclinations point to another. It is quite impossible to give any general rules on the subject, as the circumstances are different in each locality, and a successful salesman in the West may prove almost a failure when dealing with Easterners; but, as stated above, the two great acquirements are urbanity and tact, and these, properly cultivated, will generally prove all-sufficient.

NOT THE NOTES OF A NOVICE

Some Further Experiences of the Man Versed in Troubles of Motor Bicycles.

Continuing my experiences in trying to teach the young idea how to mote. I recall a case that represents one of many others as showing how some dealers imperil their chances of success in the motor bicycle branch of the trade by allowing those somewhat loose methods, which have long been a by-word in connection with some bicycle re-

been eugendered, because of a seeming fault, with motor bicycles as a whole. In this way I frequently revived a drooping interest and prevented the continuance of the bad taste that had been left by some such experience as this.

To bgin with, two of the crank case bolts were used on our machine to hold the motor in place. These were of different lengths. In putting them back the repair man had shifted them so that the nuts on one ran over two or three threads on each end. On the other they were the same amount short of being home. The result was that with the last nuts enough jamb could not be put on

that a distinct leak was found which took in so much outside air that it prevented but a minute portion of the gas mixture reaching the combustion chamber.

It will be seen that there wasn't an item in all this that needed technical knowledge, or knowledge of any kind, bearing directly on motors. Each instance was one where any man who was more than a mechanic in name only, ought to have fixed correctly. They all had to do only with threads and the proper handling of the threaded parts that even the most elementary knowledge should have been sufficient to take care of.

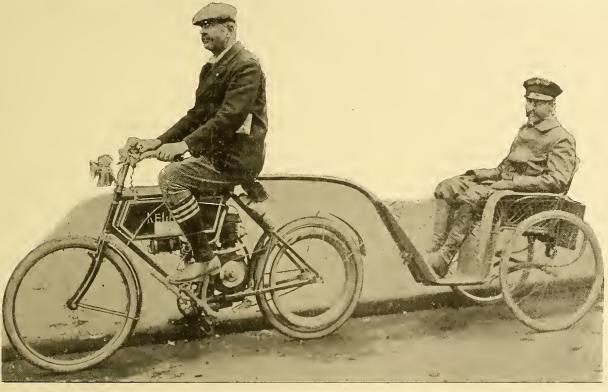
This subject of screwing things properly

THE TRAILER MAKES ITS APPEARANCE IN AMERICA.

While abroad they appear to be in fairly common use, the trailer is in this country

Willis, the well-known jobber and president of the New York Motor Cycle Club, who is

man, who won the first bicycle race in this country ever run on a circular track with a



as yet a rarity. So far as known there are but two of them here, one of which is here illustrated. It was brought over by E. J. shown seated in the trailer. The "horse" is A. H. Funke's imported Kelecom motor bicycle ridden by the veteran Will R. Pit-

dirt surface and a wood rail, and who, despite the 24 years that have intervened, is still as young as he used to be.

pairers, to have a place in the motor end of their business.

The case in point was where a bicycle agent had a motor brought in for some repairs on the frame itself which necessitated the taking off the motor. The repair itself was made, how well made could only be determined by time, but the motor was put back in place in a most slovenly manner. The machine was delivered to the owner, who, after two weeks spent in trying to make it run and in complaint of its oil leakinf propensities, sent it to us at the factory.

As was usually the case where we had but one machine in a town. I superintended the overlooking of the machine in order that I could intelligently write the owner to eradicate any bad impression that might have them to tighten the crank case at that point; hence the leakage of lubricating oil.

The next thing to require attention were the wires terminating at the spark plug and at the two primary terminals at the spark cam. These had been put on backwards so that in screwing up the binding nnts the latter had spread out the ends of the wires so that only a partial contact was had.

Of course, the oil leakage did not prevent the motor from running and even the poorly made contacts may have had just enough contact to keep things going, but remedying the latter did not stop the fitful spells of stoppings. Looking for the cause for this it was found that the union connecting the pipe from the mixer to the intake had been crossed in the threads in putting it on so in place reminds me of a particularly aggravating case, because the owner claimed to be a foreman in the machine shop of a large and well-known corporation.

After using his motor bicycle for some months, he returned it with a claim for replacement of a defective part. On the frame of the bicycle there was a lug that had no strain on it, but which had been put there as a distance piece, pure and simple. Through this passed an extension of a cylinder bolt. This lug had been so placed, for constructional reasons, that a washer was necessarily placed between one face of it and the motor head to make up the gap. Against the other face was screwed a nut.

For some reason he had taken off his motor and when replacing it had neglected to put

THE BICYCLING WORLD RACING

the washer back in place. When he serewed up the outside nut he noticed the gap and kept on jambing the nut to close it up. The strain naturally broke the lug off the frame and he wanted "damages." He didn't get them, and paid for a new frame section, together with several dollars express charges.

Not always, however, was it my experience to wonder why a man who knew enough to clean out a furnace when a new fire was to be started could not be made to understand that a motor reeded lubricating oil and some other attentions once in a while.

I remember an instance where a machine was sent to a man who didn't pretend to a whole lot of gas engine wisdom, yet who made things right when the fault was really ours. In some way, however, it never could be found out from even the most careful research into the record cards of the workmen and the inspectors, how the motor was put together so that it tried to run the bicycle backwards. He of course had all kinds of trouble and looked for it mostly in the spark and in the mixture. Finally, he wrote me in the matter, but I was either stupid or he did not help me much in his tetters, because I remember that about the time of my sending a second lettr to him I received one in which he said he had found the trouble and corrected the fault. To have him correct matters himself and not send the motor back to the factory was considerable, but when he added to the letter that he knew that things like that could occur in the best regulated factories, I felt he more than deserved the box of cigars which I sent him.

About this time another good friend helped me solve a matter that was giving me some trouble. He was a physician, living about the eenter of the State of New York, and had built one or two motor bicycles previous to buying one of mine, for amusement. Shortly after receiving his machine he sent in word that noticing it did not climb the hills as well as my own machine, which he had previously ridden, from his past experiencs he traced it direct to the muffler.

Taking this off the machine he found that some of the holes had been stopped up by spetter in brazing together two parts of the muffler. This information was doubly valuable as it not only settled the complaints of about six buyers that were on my desk, but it enabled me to get rid of an outdoor tester that was not doing the work he was paid to take eare of.

Rubber Tires Made Over.

It may not be generally known, but the India rubber dolls, animals and other toys used by children in many cases began their commercial existence in the form of bicycle tires. Many of these toys come from Germany and at one time England was shipping tons of old rubber every year to Germany and taking it back again in elaborate and gaudy, squaking dolls, elephants and other toys.

Excellent racing, with decisions that did not suit the crowd, was the order of the afternoon at Vailsburg, October 19. The event of the day was a one-mile threecornered professional team match race, best two in three heats. Kramer was paired with Owen Kimble, Iver Lawson with Mc-Farland and Fenn with George Collett. Lawson won the first heat by a length from Kramer in 2.193-5. In the second Collett made a grand jump in the first lap and was not eaught. He won by almost the length of the straight in 2.16. It was at this stage of the race that the trouble began between the spectators and the officials. The judges gave second place to Kramer. Many in the stand thought Lawson had beaten Kramer for the place by at least half a wheel. Fenn and Collett led the others at the half mile in the third heat. Fenn dropped away in the back stretch of the last lap and Collett tried to fight it out alone. In the last few yards Kramer came from the rear with a rush. MeFarland passed Collett and the fight was then between McFarland and Kramer. McFarland won by a few feet from Kramer and Collett was only half a wheel behind. Time, 2.20.

Another bad decision was given in the five-mile amateur open. Root led all the last lap, and Billington and Glasson, who were looked upon as the contenders, appeared to be beaten at the stretch turn. Root, however, tired badly from his efforts, and Billington, eoming like a flash, crossed the tape first by five inches. Root was second and Sulkins third. The judges could not see it that way, and placed Root first and Billington second. Time, 11.55.

Both Harry Eikes and Eddie Bald, according to foreign advices, have been suecessful recently in Paris. At the Pare des Princes track, October 5, Elkes won a paced raced in which Bonhours and Michael were his opponents. Bonhours finished second and Miehael was last, owing to trouble with his pace. Elkes rode in excellent form, leading from start to finish of the fifty kilometres. Time, 41.48. Despite his intention not to compete in a race, Zimmerman was induced to participate in a three-cornered match with Bald and Jacquelin. Bald won all three heats. The first by a length from Jacquelin. In the second Jacquelin fell, Bald winning. In the third Bald was first by a wheel, Jacquelin second and Zimmerman bringing up the rear.

At Savannah on October 20, Joe Nelson defeated Nat Butler in two five-mile motorpaced heats on the Coliseum track. The first heat was exciting, Nelson coming in only three length ahead, in 7m. 22-5s. In the second heat Butler's tire punctured in the third mile. Nelson's time was 6m. 57s flat—within two and a half seconds of the world's record.

Charles Turville and Gus Lawson met in three heats of three miles each. The former won the first in 5m. 21s., and Lawson won the second and third in 5m. 2s. and 4m. 56s.

The first open century run for motocycles exclusively is slated for Election day, November 4 next, under the auspices of the New York Motor Cycle Club. It will be run on a Long Island course in two divisions, fast and slow; the former is scheduled to complete the 100 miles in six hours, the latter in ten hours. F. E. Moskovies, 136 Liberty street, New York, is chairman of the promoting committee.

Long Islanders in Session.

At the regular monthly meeting of the Associated Cycling Clubs of Long Island, held last Monday night, the Alpha Motor Cycle Club was elected to membership. This was the first meeting of the association since the plan of gathering at different club houses was adopted and the idea plainly has "eaught on." The Waverly Bicycle Club was the host.

The question of indorsing the ordinance to license automobiles was brought up and after some discussion was tabled. For some unaccountable reason the motion that would make the A. C. C. a member of the Associated Road Users was also again laid over.

A. R. Hutton, George W. Shannon and W. T. Hatten were appointed as a Committee on Public Action.

The blacklist which was tabled last June was put into operation again. This is a list made by compiling the reports from all clubs of members expelled for non-jayment of dues.

Out of the line of regular business was the presentation of a diamond studded watch charm to George W. Shannon, the energetic chairman of the association's race committee, who for four years and almost unaided has made the annual Cycle Path Handicap such a splendid success. The watch charm was an appreciation of his efforts.

Going West?

If you purchase your tickets via the Nicker Plate Road, the shortest route between Burtalo and Chicago, you will secure the best service at the lowest rates. Three fast thru express trains daily, in each direction, between Buffalo, Erie, Cleveland, Ft. Wayne and Chicago, making close connections at the latter city with the fast trains of the Western roads. The trains on the Nickel Plate Road consist of elegant vestibuled day coaches, sleeping cars of the latest models, and Niekel Plate dlning cars serving famous individual club meals at rates from 35 cents to \$1. Thru sleeping cars are also run from Boston, New York, Albany, Syraeuse, Roehester, Seranton, Blnghamton and Elmira, and many other Eastern

If your ticket agent cannot give you the information desired, address F. J. Moore, General Agent, Nickel Plate noad, 291 Main St., Buffalo, N. Y.

ACTUAL ENGINE POWER

Its Efficient Transmission yet to be Arrived at With Motor Bicycles.

"I note that the Bicycling World has treated the subject of driving motor bicycles from both sides of the question, and I would like to add my views, which are not particularly new, but are in line with the subject," recently remarked one who has had more than a little experience.

"On the subject of transmission it is certain that in the majority of machinery the actual engine power already given by the smaller motors cannot be transmitted with any degree of efficiency; and if we take the numerous highly vaunted system one by one for critical examination, there is not a single one which altogether fulfils every desirable condition. The variable grip friction clutch with positive chain drive would seem to be the best solution; yet so far it has made no great headway, probably because of the necessity for building a special machine to suit it, and a somewhat higher initial cost.

"My own experience has been almost entirely with the belt drive in various forms, and though I early came to the conclusion that the common type of twisted raw hide belt was useless for hill work, I have since learned that much better results may be obtained from this or any other type of leather belt by fitting an engine pulley of suitable formation.

"The pulley I first used was the ordinary circular grooved pulley, having a milled or corrugated face to afford grip to the belt, but these corrugations very quickly wear away, and then, as the pulley section conforms to the belt section, the belt fails to drive unless tightened up to a degree which is injurious to the engine bearings, setting up further trouble by exuding oil finding its way to the belt.

"After quickly wearing out two of this type of pulley I fitted a smooth faced V-grooved pulley, into which the same round twisted belt could enter only a certain distance, so that the belt was subjected to a squeezing or wedging action between the two sides of the V groove, and this proved an immense improvement. This pulley, however, was really fitted to take a V belt with the bottom point cut off about one-third the way up.

"This belt is a three-ply belt formed of flat strips of specially tanned and stretched leather and copper riveted together. The sides are shaved down to form a V section, the top section being %-in, in width and the bottom or inner section ¼-in, the sides or gripping surface being 9-16-in. From the increased driving power due to the wedging action on the round belt it was quite evident that a still more powerful drive would result from the larger surface contact of the V belt specially shaped to exactly fit the pulley, and so it has proved, there being no suspicion of side-slip after the new belt fairly settles down to work."

Growth of Assembling Trade.

The growth of the "assembling" trade abroad is remarked by Consul General Liston at Rotterdam in a report to the Washington authorities:

"The prospects for the importation of bicycles are not very bright at present," he says. "This is principally owing to the fact that the manufacture of cycles has progressed very much in this country, and that a cycle can now be built (principally from imported parts) as cheap and, it is claimed, as well as in the United States. There is still some demand for high-grade American cycles of well-known make, which are thoroughly introduced here, but they are not asked for as much as formerly; the demand is for the cheaper goods, and the public, as a rule, is no longer willing to pay fancy prices. The freight charges and the duty on bicycles (5 per cent, of the value), amounting together to about \$2 per cycle, or with packing charges to about \$2.50, are disadvantageous to the American bicycle, as this margin makes the importation next to impossible, the cost price of the goods at the factory here being about the same as it is in the United States. In the construction of bicycles here, American parts are largely used, and the imports are, as I have been informed by large importers, steadily increasing. No statistics exist in the Netherlands as to the quantity imported."

How he Would Reduce Friction.

It hardly seems probable, and had it not occurred to a representative of the Bicycling World, it could not be vouched for. A short time ago a man "with an idea" was sent to this representative because he was supposed to have had some little experience with crank inventions in bicycle design and construction. The idea well illustrated the average knowledge in the matter of friction

The claim of the inventor was that his construction would reduce friction to a minimum and eliminate the chain by connecting the two sprockets with a continuous set of rings confined in a runway in the form of a one piece channel with upper and lower and two end sections, the end sections butting the sprockets. In order that the rings might have a thrust movement rather than a rolling movement against each other, each ring was to be mounted in a flanged roller with balls between the two.

As the tendency of these rollers would be to climb or bow up in the channels, in the upper channel in forward pedaling and in the lower channel in backward pedaling, the sides of the channel were to be curved in near their upper corners to form a track or runway for the rollers. The construction would undoubtedly give a chainless hicycle, but the advice was given that it was not of the class to inspire the confidence of either the manufacturer or the rider. More than that, there was a faint recollection of something of this kind that had been tried or patented three or four years ago.

BOERS AND BICYCLES

How a Wheel Track Affected Some South Africans, as Related by a Story Teller.

During the exposition last year in Buffalo, many people gathered from many lands, and it was on the cards that the smallness of the world should be illustrated in the meeting of those who had not seen one another for years. One evening there was a gathering of many who had been identified with the bicycle, some of whom had drifted away, in a booth of an exhibitor, and among them was one who had returned from a sojonrn of a few years in South Africa. In the stories that were told was the following in evidence of the charming innocence of the Boers:

"When I first went to Africa the first bicycle had just made its appearance in a small town in the Transvaal. A cyclist passed through at night, and the next day two young Boers, early abroad in search of stray cattle, say the spoor, or track, of the bicycle in the road. With the curiosity of their race they followed the track for some miles, being anxious to see the man who could trundle a wheelbarrow without a rest. After an hour's tracking, one sagely remarker: "This fellow must be a thief; let us tell the magistrate."

"Accordingly the worthy Dutch magistrate was soon on the scene accompanied by a score of armed Boers, and the entire party followed the path taken by the cyclist, Suddenly one farmer exclaimed: 'Look here; if it was a barrow, where is the track of the man who wheeled it?' 'My goodness,' said the magistrate, 'I never thought of that. Let's see—yes, here is the wheel right enough, but where is th footprint? It must be a ghost!' With that the whole party turned and fled in alarm, and for a long time that portion of the road was not traversed by any of the Boers."

Would Show a Rear Light.

The Cyclist, of England, has come out in the advocacy of a lamp showing a rear red light as a protection against motor car drivers. The matter has caused some little comment among cyclists, who don't like the spirit of the advocacy. On the other hand, the advocate claims that the thing is only a logical matter, as a faster class has come to use the road and that the rear light should be used for self-protection.

Breaking His Own Law.

The spectacle of a well-known wheelman infringing a law which he himself helped frame was presented in Brooklyn on Sunday last—an ex-president of the L. A. W. carrying his young daughter on the handlebar of his bleycle. It is only fair to say that at the time of the passage of the law forbidding that practice the ex-official was unmarried.

CONCERNING TIRE COVERS

Strains to Which They are Subjected and how They Affect Inner Tubes.

"The effects produced upon the air tube by movement of the tire cover relatively to the rim are very little understood either by riders, eyele agents, or tire manufacturers, and their importance is very much under-rated," writes A. T. Sadler, in a foreign journal in the matter of double tube tires.

"The writer has examined some hundreds of air tubes, and has drawn certain conclusions which are applicable to nearly every

"When a wheel is being driven, a considerable strain is set up in the tire cover at the part where it meets the ground. The tendency of this strain is to pull the tire cover slowly round the rim, a movement with which, in the old days of wide rims and nondescript tires, every cycle agent was perfectly familiar under the term 'creeping.'

"In the narrower rims which are used today, the pressure of the base plate of the valve against the edges of the tire prevents this creeping from taking place, but the strain on the cover now pulls the edges more tightly against the shoulder of the rim on one side of the valve than they are on the other."

In illustration he shows a wheel running forward, with the valve just back of the top eentre. The wall resistance at the ground point sets up a strain in the cover in the back direction from the valve, down to the ground point. "This part of the wired edge will be pressed tightly against the shoulder of the rim, while the part forward of the valve to the ground will be correspondingly slack. The pressure of air in the tire will consequently lift the cover in this section to a slightly higher level in the rim, and this lifting section increases as the point of the valve where the valve passes through the rim gets nearer to the ground.

"As the valve reaches the ground, the strain on the part back of it is relaxed, and the cover springs back to its normal position." he continued.

"It is evident, therefore, that the wired edges of the cover are constantly moving up and down the sides of the rim with every revolution of the wheel; the amount of this movement differing in different parts of the rim, and also varying with the resistance offered by the road to the revolution of the wheel.

"The effects of this motion on the air tube may be studied under three heads:

"1. The formation of a row of blisters or of a ridge along one, or both sides of the air tube.

"2. The formation of a row of blisters along the middle of the air tube.

"3. The wearing of thin places along the middle of the tube.

"1. If at any period of the revolution the

part forward of the valve is lifted sufficiently above the shoulder of the rim, a small portion of the air tube will blow under the wired edge, only to be securely nipped as soon as the point of the valve reaches the ground.

"Any variation in the road resistance will cause this nipping to take place at a different part of the tube, the result generally being a row of blisters at regular intervals in the tube along the line of one or both wires.

"2. If the edges of the eover are very stiff, or if the shoulder of the rim is sufficiently slanting, there is a tendency for the tire edges to be pulled down into the bed of the rim to a greater or less extent. When this happens, a portion of the air tube gets nipped between the two edges of the cover, and a row of larger blisters along the middle of the tube is then the result.

"3. Sometimes the air tube adheres tightly to the inside of the cover, in which case any movement of the periphery of the cover carries the tube with it, and the middle of the tube is constantly moved backwards and forwards (within very narrow limits) along the rim tape.

"The friction thus set up frequently wears the whole of the middle of the tube thinner than the rest, and this wearing is more pronounced still in those parts where the spoke heads, nipples, etc., cause an unevenness in the surface of the rim.

"In the ease of those covers having thickened edges, the friction between the thickened edge and the recurved portion of the rim prevents the effects numbered 1 and 2 from taking place, but with wired on covers it appears to be impossible to guarantee that there shall be no difficulty of this sort with the air tubes."

Saying a Good Word.

As practical riders we take a delight in speaking well of the bridge which carries us over, and never fail, when the opportunity arises, to say a good word for the goods that have given satisfaction, says an exchange

This is only fair, we think, for al friends should always be spoken well of, and that which serves one faithfully should always have a good character. These remarks are engendered through having to change a tire which has been in hard and active use for nearly eighteen months, and which in that period has been ridden quite eight thousand miles. These are not fancy figures, and the distance is rather under than overestimated.

We reckon that a high-grade tire should last, on an average, five thousand miles. Of course a lot depends on the roads one is used to riding on, and the average pace at which one travels, for a speedy man, who puts plenty of "work" into the machine, gives his tires a lot more stress than the potterer; and given everything else equal, the fast man's tires will not run nearly so many miles as the deliberate and lazy pusher's.

"How to Drive a Motocycle." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

AS SCARCE AS COAL

An Incident Illustrating the Disappearance or Obscurity of the Cycle Mounted Police.

Bieyele policemen in the Metropolitan district nowadays are about as scarce as eoal. Uptown, downtown and all round in the parks and on the boulevards where eyelists are plentiful these glorious autumn days, it is to stare if one of these vanishing preservers of order and protectors of life is encountered. Yet there is plenty of work for them. How rare the sight of a "cop" on a wheel is is illustrated in a story told by R. J. Wulff, of Brooklyn, the other day. He was riding along the side of Prospect Park and looking for a certain bieyele "cop" whom he knew and wanted to talk with, when he came to a young fellow who was standing beside his wheel heading in the direction opposite to that in which Wulff was going. The latter slowed and asked the stranger if he had seen anything of a bieycle "eop." The stranger auswered:

"Bike eop? What's that? I don't know what you mean."

"Oh, perhaps you want me to say a bicycle policeman, a guardian of the peace on wheel," rejoined Wulff sarcastically.

"Oh! No, I haven't seen any; besides how would I know a 'cop' if he was out on a wheel and not in uniform?"

Wulff dismounted. He then proceeded to explain to the young fellow, who seemed to be speaking sincerely, what he meant. The stranger declared he never had known that there was such a thing as a squad of policemen who patrolled the paths on bicycles. Wulff regarded him incredulously for a moment, and then asked:

"New in these parts?"

"Yes."

"How long have you lived here?"

"Two months."

"Ride much?"

"Three or four days a week."

"And you never have seen a 'bike' cop?"

"Never."

"H'm!" said Wulff, and went on his way reflecting upon what he would say to his friend in uniform.

Testing Steel and Iron.

Nitric acid will produce a black spot in steel; the darker the spot the harder the steel. Iron, on the contrary, remains bright if touched with nitric acid. Good steel in its soft state has a curved fracture and a uniform gray lustre. In its hard state, a dull, silvery, uniform white lustre. Cracks, threads or sparkling particles denote bad quality.

Good steel will not bear a white heat without falling to pieces and will erumble under the hammer at a bright red heat, while at middling heat it may be drawn out under the hammer to a fine point.

TIPS ON TEMPERING

Some Useful Information Regard That Important Branch of Metal Working.

"When a piece of tool steel, in itself of no great commercial value, is worked out and finished into an intricate die, through labor cost amounting to a large sum, the steel is, of course, very valuable; and if cracks show after the hardening process, or the die is spoiled, it means a great loss to the establishment." says Shop Talk.

"Now, in the first place, although we are usually apt to confound cracks with hardening, very often the trouble can be traced to the preceding operations of annealing, forging and finishing. Of course there are a large number of dies spoiled through carelessness or inexperience in hardening, but still I believe there is a great amount spoiled through imperfect preceding operations or through the operator not being familiar with the nature of the steel.

"A die may be carcfully heated to give the proper temperature throughout, and may be quenched in the bath in the most approved manner, but if it is not 'slightly warmed' after removing it from the hardening bath, it is liable to crack. This reheating may be done in a number of ways. The best way is to hold the die over the fire until it is heated to a temperature sufficient to cause a few drops of water to steam when sprinkled in it. The heat will not be sufficient to make any of the temper colors appear.

"The author has been connected with one establishment where thousands of dies are made every year, and every die was reheated after hardening, in the following manner: A large tank provided with a perforated tray, with means for raising and lowering if, was used. The tank was filled with water to within two inches of the top and a steam pipe was connected with it. Thus the water was kept at the boiling point, and the die, directly after hardening, was placed upon the tray, which was then lowered into the bath,

"We have known dies to crack while in the forge when the blaze struck the die portion proper. This is brought about by sudden heat and then a cold blast of air, causing the steel to expand and then suddenly contract again, at a certain point, and as the consequent expansion and contraction does not extend over the entire surface, the change is local and cracks result.

"Sometimes a piece of steel which is to be used for a punch or die proves hard upon starting to machine it, although it has been annealed. When this is the case, never try to finish it before re-annealing it; instead, rough it down, clean out the centres, if there are to be any, and anneal it over again. The time required to re-anneal the piece of steel will be more than made up in the machining of it.

"A die made from a blank cut from a bar and machined and worked out without annealing is liable to crack when subjected to the hardening process, particularly If the die is for a blanking die of odd shape. If annealed bar steel is used, the necessity of re-annealing is also imperative, as the first annealing does not eliminate the liability of cracking.

"When it is not possible to anneal the die blank before finishing to size, the next best thing to do is to heat the die uniformly throughout to a red heat, then remove from the fire and allow it to cool until black. It may then be reheated to the proper temperature and hardened. In a forging die the bulky portion has a tendency to contract away from the small portions, which, being frail, harden first and do not alter their shape, while the bulky portion continues to contract unevenly, after the thin portion becomes rigid, and thin cracks are apt to appear when the tool is removed from the quenching bath. By heating dies to a red and then allowing them to cool to a black



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before the hardening heat, this uneven confraction is to a certain extent guarded

"In hardening a die, the quenching of it so that the frailest portion enters the bath first and hardens before the thickest portion, will almost invariably cause cracks to appear, as unequal contraction takes place and the heavy portion contracting the most, changes shape in attempting to draw with it the frailer portions.

"Another cause of cracks in dies is the use of improper means for grinding. When a die is ground on a machine on which no provision is made for water cooling, or where a fine wheel is used, cracks often result, coming about through the steel being unevenly heated during the grinding. By using a coarse wheel with a free water supply this disagreeable possibility will be climinated,

"Often, in die work, it is desired that the walls of a drawing die, for instance, or some other part, such as inside of a hollow punch, should be hard, and the remaining portion soft. This may be accomplished by proceeding as follows: Clamp the die or punch, as the case may be, between flanges on the ends

of tubes, being sure to have the steel at the proper heat. Then allow a stream of cold water or brine to circulate through the tube, and the metal will harden in depth as far as the inside edges of the flanges, while the remaining portions will remain soft.

"After carefully hardened, a long punch will often be found to have warped during the process to such a degree as to make it useless. There is a way to avoid this altogether, or at least the warp will be so slight as not to affect the efficiency of the tool. To ensure against warping, lower the steel, when at the proper heat, squarely into the bath, lowering as far as possible into the centre of the liquid. When this is done the heat will be absorbed equally from all sides, and the tendency to warp excessively will have been eliminated.

"When a large number of very small piercing punches are to be hardened, they should be packed in closed iron boxes and the boxes heated. When all the parts have reached the proper heat, they should be entered into a bath of either oil or water, as the nature of the work may require, through a funnel. This will insure the entering of the parts vertically and prevent warping. Another way by which small punches may be heated is to cover them in a box with powdered charcoal and coke,

"The best way to harden and temper a split gang punch is by the method used for the punch. It was first heated and hardened in clear oil, dipping it from the back, and thus preventing, as far as possible, the two legs from crawling in toward each other because of the channel between them. By dipping from the back this was overcome, as by the time the cutting face was immersed, the back was hard and set. It was then polished and tempered by drawing from the back to a dark blue to within ¼ inch of the cutting faces, and quenched when these portions were a dark straw color.

"After the face of the punch has been slightly sheared, and the edges of the drawing die slightly rounded and highly polished, the punch is hardened and then drawn by laying it alternately on each of its four sides on a hot plate, tempering the cutting edges to a dark blue and leaving the inside or drawing die portion as hard as possible. When finishing the blanking portion of the punch, care has to be taken to do it so that the drawing portion will be perfectly central.

"Most all large die shops in which any amount of hardening and tempering is done, lave discarded the method of tempering by colors, and have adopted the more reliable cethod of doing it in oil, gauging the heat A kettle containing the oil is placed on the fire and heated to a right temperature for the degree of temper desired in the work. The hardened parts are then thrown in and left in the liquid until By this method there is no possibildrawn. ity f r the parts to become hotter than the When tempering punches in this manner it is not necessary to brighten them before the operation, and where a lot of such work is done it will be accomplished much cheaper than if the old method was used, and besides, the most satisfactory results will be attained."

STRIVING VS. GROANING

Two Opposite Elements That Now Color the Cycle Trade—Their Effect.

The world rolls merrily along, and we poor hangers on must perforce move merrily along too, whether we feel disposed to or not. There are those who urge that the world moves faster to-day than formerly, but presumably they are not in earnest. Probably what they wish to convey is that the feverish strife, which we are pleased to call "progress," gets keener and keener every day, says Bicycle News, With this view of things few will cavil; it is undoubtedly a case of every man for himself and "the de'il tak' the hindmost," and if ever there was a time when the "de'il" stood to reap a fat harvest, that time is the present, There is no country, no industry, no trade, no profession that we can call to mind that is not groaning, but, as with individual so it is with the community, each considers that it has the greatest reason for groaning. At the outset, and whilst on the matter of groans, it may not be altogether out of place to remark that if some of us were as good at striving as at groaning, there might be less of the latter indulged in; no man can serve two masters, and if the one claiming the truest allegiance be a pessimistic spirit, then the other stands to get very little attention indeed, for there is nothing on this earth so all-absorbing as a fully-developed pessimistic vein.

Nothing stimulates the growth of pessimism so consistently as the feeling that one is getting left in the race for bread; but on the other hand, nothing sends a man to the rear more rapidly than apathy, conservatism and a general disinclination to watch the progress of, and the developments in, the world of which he is a unit.

The cycle trade is one at which a good many stones and other things have been hurled, but, age for age, it is as important an industry as any the world has ever known, and although pessimism does prevail to a great extent, much of it is altogether uncalled for, and if the time and energy now devoted to general commiseration were organized and thrown into other channels, having for their object the removal of abuses and the bettering of trade conditions, a ray or two of sunny optimism would soon creep in. The one important fact, that the public wants, and will buy, cycles, is fully established: this being so, it should surely be possible to so arrange the supply that the manufacturer and the retailer should find at least as good a living in their vocation as the manufacturer and retailer in other fields. If there was no demand, then pessimism would be called for, although even then it is still possible to create, but where we fancy the trade has been, and is to-day, remiss, is in taking it for granted that everybody wants a bicycle, and advertising to the public on those lines instead of doing some

educational work in this direction—that is to say, endeavoring to convince the man who has not yet cycled that it would be well for him to do so.

Another matter which the local builder of cycles has got to consider is that of "building and selling" vs. "selling only," and we are very much disposed to think that the time is rapidly approaching when the local cycle builder will no more be in reality a builder than is the local hat, boot, shirt (and a score of other things) maker. There is no reason other than "sentiment" at work in the present arrangement; the local maker cannot equip his workshop on the same lines as the modern factory, it is not possible for him to turn out better cycles, neither is it possible for him to turn them out nearly as cheaply; the specializing arrangements, automatic machinery, and a score of other details all go to set up an economic trade law which sooner or later must, in the face of evergrowing competition, prevail. Again, looking in at the place of business of the local builder, what do we see? A man, earnest, hardworking and deserving, working first in the workshop, then running away to see a possible customer, then back to the workshop, where the two or three chaps have, during the employer's temporary absence, given things a rest. Such a man, however anxious, cannot do justice to either the selling or the manufacturing side of his business, and the sooner he is giving all his time and attention to one branch, either building or selling, the better it will be for him and the trade as a whole,

A complete bicycle turned out by either of the leading manufacturing houses cannot be beaten, and with the retailer's own transfer on will stand in the public eye as locally built; the local man will get all the credit due him and with nothing to do but to sell he will soon develop powers of salesmanship and a pushful disposition that will surprise no one more than himself. We are prepared to hear that "the public know I haven't got a workshop," but, then, are we not giving the public credit for more perception than they possess? When the cyclemaker buys a hat, he does not, we take it, concern himself about the fact that there is no workshop attached to the premises of that particular hatmaker. If he gets a good hat he is satisfied, and after all the buyer of a cycle wants no more than a good cycle. There are a few things to be lived down-this is one of them; but it will not take long nor be a very troublesome task.

The Retail Record.

Riverside, Cal.—S. G. Drew succeeds Drew & Porter.

Franklin, Tenn.—D. T. Crockett, succeeds John O. White.

Salem, Mass.—R. H. Robson, Essex and Boston streets, assigned.

"The A. B. C. of Electricity" will aid you in understanding many things about motor hicycles that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York.

TIRE TROUBLE AVOIDED

How a Cyclist was Taught a Lesson Bearing on Vulcanization.

"I learned a little thing the other day," says a rider of many years experience, "which it seems to me, from what I am told, should be learned by many others. I went to get a tire that I had left to have vulcanized. It was handed to me blown up to its fullest rotundity. In that shape it was an awkward proposition to carry through the streets and into street cars. I stood at the counter where it had been handed to me and calmly deflated it. Then I folded it up into as small compass as possible and asked the attendant for a piece of string.

"The man, seeing what I had done, exclaimed: 'That is the worst thing you could do.' I asked him why and he told me that I was likely to ruin the tire. He explained that when a tire was fresh from the vulcanizer that it should be kept blown up for a couple of days at least in order to let the vulcanizing set. If folded flatly the inner surfaces would stick together and when pulled apart they would damage the air chamber beyond repair. He added that he had experience with dozens of cases where men had ruined tires by folding and tying them after they had been newly vulcanized and then brought them back and blamed him for doing an imperfect job."

Proper Oil a Proper Study.

While winter is approaching there is yet enough motor bicycle riding to be indulged in to give some dealers a chance to reform in the matter of lubricating oil. The character of the oil fed to a high speed motor is of the most vital importance, but in their ignorance of the seriousness of the matter some dealers have fallen a prey to the vicious claims of some oil dealers that they had just the proper article

It is speaking by the book to say that too frequently is it the case with oil compounders that the old saw "there are tricks in all trades, and ours is all tricks," is absolutely true. Whether or not there is some mysterious psychoethical conditions that arise with oil compounders due to the slippery nature of the substance dealt in, has never yet been determined, but it would at times seem that this is the explanation.

If it is from lack of knowledge that dealers hand out poor high speed gasolene motor oils, then they cannot too soon take steps to fully educate themselves in the matter. If necessary they should deal at a small percentage of profit, rather than have their customers experience a large share of troubles with heated and gummed motors and pitted valves as a result of unsnitable oil.

CYCLING IN PARIS

According to one Visitor "Crocks" are Most Numerous but Women are Natty.

A writer in a foreign contemporary has been visiting France and thinks that cycling is on the decline in Paris, although there are more riders to be seen about the streets through the week than in London. Continuing, he writes, in part, as follows:

"But on Sundays the Parisians and Parisiennes turn out in fine force, and on the funniest collection of machines imaginable. Many of them are antiquated cycles, with eccentric saddles and handles, giving very comical positions. Rarely does one see a rider so neatly mounted or so well postured on his cycle as the average club rider in Ireland or England.

"Sometimes the Parisian rides in a white blouse or a dirty sweater or a frock coat. His nether garments may be knickers, which, ending at the knees, leave some square inches of sallow flesh exposed down to the place where the short socks reach. In other cases the rider wears fancy trousers, and up over his shins he draws sugarstick-colored stockings.

"He adopts an ugly, crouching attitude, uses a big gear, and generally has no brake or free wheel. The most ridiculous feature of his equipment is the alarm apparatus, For the purpose of obeying the law he carries a small dinner bell dangling from the handlebar. In dense traffic he takes one hand from the bar and jangles this. Some firm should send a pioneer into Paris and demonstrate how much superior the proper bicycle hell is.

"The French rider also carries a huge motor horn, and this he blows when there is nothing in the way. Give him a clear stretch of street in which he works up a sprint, and the desire seizes him to create a terrific bellowing on his horn, for no other purpose ostensibly than to call attention to himself. He is quite childish in his love of display.

"A big racing motor car, on the other hand, will whizz by at double the speed without sounding any alarm. Indeed, when one hears a motor horn of unusually fierce tone, and sounded as if a juggernaut was coming, you can conclude, without looking round, that some miserable specimen of a would-be scorcher is approaching. But when you hear a "Ooh! ooh!" from a hoarse voice, or a very sharp and short toot from a small motor horn, you had better beware, for it is usually a wild-brained jehu driving a fast pneumatic-tired carriage, or else a big motor car,

"You must not lose a second if you are in the road, for the cabs and motor cars drive at a pace in Paris which no other city in the world approaches, and they are not over particular about the rule of the road.

"Lady cyclists in Paris are few and rather disappointing on the whole. Most of them

wear divided skirts or rational dress, and some look charming in the latter costume. Others adopt such bizzare designs and cycle in such a scorcher-like way that their appearance is most unwomanly.

"The better class Parisenne, clad in becoming rational dress, is, however, a far neater figure on a bicycle than any skirted lady could possibly he. If the other riders were but mounted on neat cycles, instead of the crocks which they commonly adopt, their appearance would he much improved.

"There should be an excellent market in Paris for good bicycles, for the machines most in vogue there at present look to be the very worst type of crock. Of course there are high grade French and American machines to be seen, which are irreproachable in appearance and build, but the number is small compared to the palpable crocks so frequently encountered."

An Idea in Duplex Forks.

In England where the motor bicycle business is one of assembling to a greater extent than that of making all the way through,



component parts makers have gone extensively into making parts that are especially designed to stand the strain. An example is here shown in a front fork.

Of course, duplex front forks are not new in the mere making of the type, but it will be noticed that the details of these illustrated show that they were designed for the work and well designed at that. There is a double clip at the top, extended lngs from the box fork crown, and a lower fork-end construction that are all pleasing in appearance, giving a construction to inspire faith in the strength of the forks.

Through Sleeping Car Line to Grand Rapids, Mich.

A Pullman Sleeping Car of latest construction is now attached to New York Central train leaving Grand Central Station at 4:00 p. m., daily, running through over the Michigan Central, arriving at Grand Rapids at 12:55 p. m., next day, connecting in Union Station for all points in Western Michigan. For information and sleeping car reservations inquire of New York Central Agents.

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About the Weights of Motors.

Both on the road and on the path it becomes increasingly evident that the best interests of the pastime of motocycling can only be served by severe restrictions being placed upon the horse-power developed by the engines. So long as this is not done, competitions with abnormal horse powers serve no good purpose, except to provide a brief spell of amusement to the sensationmongering spectators. High powers enable victory to be achieved, but high powers prove nothing as to the utility of the standard roadster motor bicycle.

Yet there can be no doubt that there is a demand for bicycles with rather more than the nominal $1\frac{1}{2}$ h. p. that has been prevalent the past two years. On the other hand there is a not inconsiderable class of the public eager for a lighter weight and consequently smaller powered engine which will drive a bicycle at a moderate rate of speed on the level and assist the rider's muscular power uphill and against a bad wind.

In a recent talk on this subject there were those who contended that a small motor developing such power as would be equivalent to the pushing power of a boy uphill would permit the bicycle itself to be kept down in weight so that the total bulk would not exceed, say, 45 to 50 lbs.

This would be the ideal "auxiliary motor" for which cyclists have been sighing for many years, but it is to be feared it is not practicable at anything like the weight suggested. A motor developing only 1/2-h. p. would weigh but very little less than one developing three times the power, the weight of the engine, fly-wheels, crank case, battery case, and gasolene tank being necessarily almost as great for the smaller as for the higher power.

There are two or three attachable outfits made abroad that probably represent something very near the irreducible minimum of weight for a four-cycle gasolene motor, and even these motors entail such extra stresses upon the frame and wheels of the bicycle as to render it imperative that all the parts should be considerably heavier than those of the modern lightweight roadster capable of safely carrying a 175-pound rider.

Some Shop Talk.

It was midnight in the machine shop, and all was silent until the rasping voice of the file was heard to say:

"I have rubbed up against lots of hard things in my life, but this Harveyized steel job has completely worn me out."

"Well," said the lathe, sympathetically, "I have done many a hard turn myself."

"Life is a great bore," supplemented the gimlet.

"A continual grind," put in the emery wheel roughly.

"With many a broken thread," added the

steam pipe in hollow accents.
"Calm yourselves," advised the damaged flywheel, "there may be a revolution soon,"
"Don't mind him," said the soldering fluid,

"Every one knows he is cracked. And in the confusion that followed the gas

escaped.-Judge.

The Week's Patents.

710,962. Pneumatic Tire, Rudolph Fleischer and Matthias Reithmair, Minden, Germany. Filed Dec. 21, 1901. Serial No. 86,798. (No

Claim.-A pneumatic tire consisting of separate air-tubes and distinguished from all other pneumatic tires by having a case in which flaps are cut at distances corresponding to the number of tubes, through the flap openings air-tubes can be introduced by means of laces into the space within the case, which is closed by a piece of material which is laid over the flap and the thick edges of which are grasped by the rims of the felly.

711,001. Hub-Clntch for Bicycles. Charles M. Rhodes, Steubenville, Ohio. 6, 1901. Serial No. 81,337. (No model).

Claim.-1. In a clutch mechanism, the combination of a shaft, a first sleeve mounted to revolve on said shaft, a clutch-wheel rigidly connected to said sleeve, a pair of clutch-shoes located to engage the periphery of said clutch-wheel and bearing pins, cam-wheel mounted to revolve on said shaft and having eccentric slots therein engaging said pins on said shoes, and means for rotating said cam-wheel, substantially as described.

711,057. Crank Shaft and Hanger for Velocipedes. Emmit G. Latta, Friendship, N. Y. Filed March 24, 1896. Serial No. 584,630. (No model).

Claim.-1. The combination with a hangersleeve or bracket, of a two-part or separable crank-shaft mounted to rotate therein, one part of which has its central axis parallel with that of the bracket and carries the inner bearing member of a ball-bearing, and the other part of which is integral with its crank-arm and is arranged with its central axis oblique to the axis of the bracket, said part which carries the bearing member being provided with a socket the central axis of which is inclined to that of the bracket and is adapted to receive the other or oblique section, substantially as set forth.

711,205. Adjustable Bicycle Saddle-Post. Paul N. Goodrich, Boston, Mass. Filed Feb. 5, 1901. Serial No. 46,084. (No model).

Claim.—In an adjustable seat-post for bicycles, the combination with a tubular stem having a longitudinally-split lower end, the interior wall thereof, at the lower end, being beyeled or tapered, making the bore widest at the bottom, a longitudinal slot in the top end thereof, and ears or lugs disposed on each side of said transverse slot; of a crossbar, to which the seat is attached, pivoted intermediate its ends, in said ears or lugs, one end of said bar entering through the slot into the interior of the stem, a rod contained in said hollow stem, connected to the inner end of the said cross-bar, and having a threaded end and an inverted conical plug arranged in the lower tapered end of said stem, having a central threaded bore therethrough, and into which the threaded end of said rod screws, whereby upward movement of said plug through the rod and pivoted cross-bar spreads the spiit end of said stem and locks the same, substantially as described.

711,443. Handle for Operating Cycle-Brakes. Archibal Sharp, Loudon, England. Brakes. Filed March 3, 1902. Serial No. 96,495. (No

In a handle for operating cycle-Claim.—1. brakes and like mechanism, the combination of a short lever, a winding-drum carried by said lever and embraced by a portion thereof, means for turning said drum, means for connecting the drum with the brake, and means for locking said lever and turning

Restricting by Standardization.

"It is a mistake to think that what Is now known in the industrial world as standardisation has arisen from the development of modern machinery," writes E. H. Mullin, in Cassier's Magazine. "Primarily, standardisation is the attempt of the human race to save brains, which are dear and scarce, at the expense of hands, which are cheap and

"The first set of flint arrow-head makers in the palaeolithic age were artists and inventors; the second set were artistic imitators of the first set; the third set were common laborers making the standardised article by rule of thumb. Modern standardisation of machinery was made possible by the manufacture, by Sir Joseph Whitworth, of measuring instruments of sufficient accuracy to make the variation between the parts turned out from the same machine not more than one-thonsandth of an inch.

"The standardisation of parts is an ecoomical gain so long as its practice does not operate to prevent designs based upon new inventions from being carried into effect on accout of the cost of their production in upsetting existing standards. But it must not be forgotten that, looking at from one point of view, standarication is equivalent so far as the standarised part is concerned.

"Imagine, for example, a newly invented screw machine which would turn out screws at half the present cost, but only at a pitch different from the standard now in use. It would take years of effort and a lavish ontlay of capital to overthrow the vested interests which have grown up around the present standard pitch of screws. Moreover, in the broadest sense, the industrial unit which runs to as nearly as posible complete standardisation of its products is in great danger of having ultimately a set of antomatons turning out its work, so that when improved processes, demanding intelligent skill, come up the unit is found wanting in flexibility and adaptability, and is therefore easily passed in the race by some younger rival which has not had the chance to make standardisation a fetish."

Overloading the Window.

It is very noticeable that many bicycle agents overload the windows of their stores, possibly to give buyers the impression that they hold considerable stock. In France the opposite is the case. There they exhibit as a rule one machine only, but it is mounted in such a tasteful manner as to elicit the admiration of the passerby, and it might be worth while, as a change, for retailers in this country to occasionally follow the ex-

A large amount of literature of an entertaining and useful character is sent out regularly by manufacturers, but it is doubtful whether cycle agents make the best of it. Carefully distributed, instead of being cast on one side, it should go a long way to induce a call from probable customers, and printers' ink is sometimes quite as successful in securing profitable business as a personal call.

The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVI.

New York, U. S. A., Thursday, October 30, 1902.

No. 5

DECIDED AGAINST FLINT

Court Finds for the Defendants in Long Pending Suit-\$22,503 Involved.

The bill in equity brought by Charles R. Flint, of New York, against the Boston Woven Hose & Rubber Co. et al., to enforce against Theodore A. Dodge, Joseph N. Smith, Rhodes Lockwood, Henry C. Thacher and J. Edwin Davis as president and directors of that company, the liability imposed to pay an unsatisfied judgment of \$22,503 held by the plaintiff against the corporation upon the ground that its debts exceeded its capital stock, was last week dismissed by Judge Braley, in the Superior Court, Equity Session, Boston, demurrers filed by the defendants having been sustained.

The plaintiff, it is decided, cannot maintain his bill because it did not appear that the excess of the corporation's debts over its capital stock was on September 30, 1899, when he began his suit, in which he got judgment, as the statute requires.

He alleged that on June 16, 1898, when the company made an assignment for the benefit of the creditors, its direct liabilities were \$1,160,000 and its indirect liabilities were \$350,000, while its capital stock was only \$900,000.

Subsequently, by the payment of dividends by the assignees to those creditors who assented to it, the company's debts, he alleged, had become reduced to less than the amount of the capital stock.

Goes to Jeannette.

The Pennsylvania Rubber Company will leave Erie and take possession of its new factory at Jeannette, Pa., near Pittsburg, on the 1st proximo.; the latter will be its address after that date. The new plant will have a capacity more than four times greater than the old one.

Balley Burned.

Fire in the stock room of the F. O. Bailey Company, jobbers at Portland, Me., on Thursday last caused a loss of about \$25,000; it is fully covered by insurance.

Persons Goes West.

C. A. Persons, the head of the Persons Mfg. Co., left yesterday for a tour of the West that will extend as far as San Francisco. He left feeling particularly good over the business already in hand and that in prospect. In August, he states, orders for Persons saddles were nearly three times greater than August of last year. September showed an advance of 50 per cent, while October will almost double its record, and this in face of the higher prices that rule. It gives an idea of the advanced selling season that prevails.

Jandorf Cries Quits.

L. C. Jandorf, once styled "the king of price cutters," who of late operated as the Jandorf Cycle & Export Co., in Barclay street, this city, has finally quitted the cycle trade and transferred his devotion to automobiles. His stock of cycle sundries was sold to the Manhattan Storage Co., which, temporarily at least, has pushed cut price bicycles into the background and is using diamonds and jewelry as a "side line."

Swift Earns \$100,000.

The Swift Cycle Co. was another British concern that enjoyed an uncommonly prosperous year. In round figures its net profits, as disclosed by its annual report, were \$100,000. Of this sum, after paying interest on bonds and declaring a 10 per cent dividend on the common stock and 6½ per cent on the preferred, \$60,000 was carried into the reserve fund.

Vim Absorbs Larson.

The Vim Co., Chicago, has purchased outright the C. H. Larson Cycle Co., of the same place. The Larson Co. was a considerable concern and at one time was no small factor in the western jobbing trade.

Tucker Incorporates.

Urbana, O.—The Tucker Bicycle Woodwork Company has been incorporated in Indiana. J. B. Tucker, Urbana, president. Capital stock, \$40,000.

Clifton Goes Abroad.

Charles Clifton, treasurer of George N. Pierce Co., sailed for Europe on Wednesday of last week. He will be absent about one month.

G & J AND DIAMOND AGREE

Finally Settle Their Difference out of Court —One of the Possible Results.

The suit of the G. & J. Tire Co. against the Diamond Rubber Co. for alleged infringement of the G. & J. patents, has been discontinued. The matter was last week settled out of court, the Diamond people recognizing the validity of the patents involved and receiving in return a license on favorable terms.

While it was the Diamond detachable automobile tire that gave rise to the litigation, and its license covers only that type of tire, the affair has interest for the cycle trade because of a persistent rumor that unless certain things come to pass in other directions the Diamond license will be enlarged so as to permit the manufacture of the G. & J. bicycle tires as well.

Building the Record Table.

All claims for track records made during 1902 are now being audited by Chairman A. G. Batchelder of the N. C. A. board of control, and the new figures will be ready next week. The entire set of paced records will show improvement from the one-mile to the hour. "Joe" Nelson's record for the mile will be allowed, and the hour record of 41 miles 250 yards will go to Harry Elkes. For unpaced work the best figures will be allowed to Woody Hedspeth, a negro, who rode 26 miles 19 yards in an hour at Dayton, O., on July 31.

Yarmouth Takes In Two Rivals.

The Yarmouth Cycle Company, Yarmouth, N. S., have purchased the business and good-will of B. C. Shaw and A. H. Miller and thereby practically obtained control of the trade in that city. The Yarmouth people do both a wholesale and jobbing business and naturally expect to do more of it than ever.

England's Exports Still Increasing.

The upward trend of England's cycle exports, which has continued for more than a year, shows no sign of weakening. During September they attained a value of £57,724, as against £45,071 in September of last year.

FRANK A. ELWELL KILLED

Fork Stem of his Motor Bicycle Breaks and he Meets Instant Death—His Long and Useful Career.

Frank A. Elwell, of Portland, Me., best known to the present generation as the promoter of Elwell's European cycle tours, was instantly killed on Sunday last near Hicksville, Long Island, by the breaking of the form stem of the motor bicycle which he was riding

Just how the accident occurred is not definitely known. Elwell was alone at the time, and was first discovered lying unconscious on the ground by a passing cyclist. He had set out from Brooklyn with Captain George M. Fisher and a party from the Alpha Motor Cycle Club, of which he was a member; when some five miles from Hicksville the others, at Elwell's suggestion, had forged ahead to order dinner. They were awaiting his arrival when word of the accident was brought to them. They made haste to the spot, but Elwell retained but the faintest spark of life, and when the doctor who was summoned arrived he pronounced him dead.

While the gloves which Elwell wore gave small sign of contact with the road, his entire face was frightfully torn and bruised, suggesting that it had scraped the hard macadam for some distance. It was first thought that his skull had been fractured, but the autopsy disclosed that his neck had been broken by the fall and his intestines badly displaced. He was a short, portly man of some 200 pounds, and while there is no evidence that he was speeding, the contrary appearing the case, the sudden breaking of the fork stem evidently threw him full on his face, his weight aiding the violence of the impact, which forced his head backward and thus fractured his vertebrae.

His body was carried that afternoon to the boarding place in Brooklyn where, with his wife, he was stopping, and was the next day removed to Portland, where the interment took place.

The breakage which caused the accident occurred immediately over the fork crown, the stem, is is said by those who examined it, showing a distinct flaw in the metal, There was talk of a snit for heavy damages, but when Mr. Elwell's brother arrived from Maine he put an end to it, and, while he did not say positively that proceedings would not be brought against the manufacturers of the motor bicycle, he made plain that the family was averse of litigation of any-kind. A peculiar feature of the case is that while the night before the accident the machine ran beautifully, on Sunday morning when Elwell took it out it developed a streak of erankiness that for a while made it appear that he must forego the day's outing on which he had set his heart. "It seemed as if the machine itself had a presentiment

of what was to occur and wished to prevent it," remarked one of the Alpha men.

Mr. Elwell leaves a wife but no children. His wife was herself an enthusiastic cyclist and came of a cycling family, being the daughter of C. H. Lamson, of Portland, one of the country's pioneer wheelmen, and the inventor of the famous lnggage carrier that for more than twenty years has borne his name.

Elwell was forty-five years of age and was one of the first in Maine to become interested in the bicycle—an interest that never waned. He was a member of the Portland Bicycle Club, which in 1883 was succeeded by the Portland Wheel Club, of which he was made secretary-treasurer. He joined the L. A. W. in May, 1881, and at the time of his death was No. 5 on its roll. He later served the organization as chief consul



of Maine and also as a member of several national committees.

Elwell was undoubtedly the greatest cycling tourist and tour organizer this country has produced. Touring was his hobby, and one that developed early in his career. In 1883 he promoted the "Kennebec tour," a participant in which wrote the Bicycling World of that date that Elwell deserved to be "eternally thanked" for his efforts in connection with the affair. He also organized the "Blue Nose," Canadian tours, and becoming more ambitious undertook professionally "Elwell's European tours." He took several parties abroad, visiting both the British Isles and the Continent, and proved himself equally a capable and a cordial manager.

Originally a newspaper man, Elwell was possessed of a versatile pen and knew how to use it. Less than a year ago E. H. Corson, of Boston, one of his compatriots in the early '80's, who had engaged in the sale of motocycles, wrote the Bicycling World

asking where were all the friends of hls yonth and suggesting to them the joys of motocycling. Elwell was one of those who responded and the renewal of acquaintance thus created led to his purchase of a motor bicycle; he and Corson became boon companions. Elwell became a most enthusiastic devotee and advocate of the new form of locomotion. Realizing its possibilities be undertook the promotion of a European tour on motocycles and already had some of the arrangements perfected. His ready pen made its influence felt, too; his contributions to the Bicycling World on the subject of motor bicycles showing how sanely and how thoroughly he had absorbed the spirit.

It was his motocycle enthusiasm that led him to visit Brooklyn. He had spent several weeks in Boston, but, as he said to a Bicycling World man just two weeks ago today:

"I grew tired of riding alone and so came to Brooklyn to enjoy the company of the club boys,"

His first ride with the "boys" was unfortunately his last. After his arrival the incliment weather put a check on outdoor pastimes of all sorts and until Sunday last the Alpha Club had been unable to hold a run. Elwell had, however, become acquainted with many of the members and the personal magnetism of the man drew all to him. His distressing death caused profound sorrow. The club forwarded a wreath to Portland to be placed on his bier, and held a special meeting at which tributes to his worth and memory were paid and appropriate resolutions spread on the minutes.

"God rest thy soul in the land of the liel, Frank Elavell," was the sentiment they expressed—a sentiment that will be echoed wherever the man was known.

Editor The Bicycling World:

Can it be possible that my dear old friend Elwell is dead, and killed while riding his motocycle that he loved and enjoyed so much! I cannot have it so! The news came like a thunder clap to me, and for the moment incapacitated me from business, as I was standing on the same spot where he had only a few days before said: "Good-by, Corson, you will be down to New oYrk before long to see us, won't you?" I could see him, in my mind's eye, wheeling his pet machine out of my booth at Mechanics' Fair, where he had spent several days with me. Little did I think this was the last farewell to me from those lips which were always ready to say a pleasant word, or echo a hearty laugh. I could not keep the tears back, nor did I wish to.

I had known Mr. Elwell more than nineteen years, and he has had a warm place in my heart from the first. To think that I should be the one to instruct him in the use of the machine that he lost his life by riding, and that he was championing so grandly, is a mystery to us. I feel that if he could speak he would say: "It is no fault of the motocycle, as a machine, but simply an accident that we cannot help, and that might have happened in many other ways."

I shall always think of Elwell as one of few good and true men I have met.

E. H. CORSON, Boston, Mass.

THREE-SPEED GEAR APPEARS

Of Course, not in This Country but Abroad —Seems Particularly Ingenious.

The Three Speed Gear Syndicate, Ltd., has been organized in Coventry, England, and, having acquired several variable gear patents, has already contracted for the production of a three speed hub, which will make its appearance at the cycle shows next month and of which great things are said.

The hub is of somewhat larger diameter than usual; otherwise it presents no material difference in appearance from an ordinary single speed hub. It runs compound on the high and low gears, but on the middle, which is the normal gear of the bicycle, it runs solid. That is to say, if a bicycle is geared to 70-inch, the hub mechanism is inert, but as soon as the high or low gear is put into operation the hub runs compound, and the chain ring revolves either faster or slower than the back wheel, as the case may be. A 20 per cent reduction below the normal gear and a 25 per cent increase are the ratios for which the gearing is cut, so that with a 70-inch gear one gets 56-inch low and 87-inch high; in other words, a 45 per cent

The rider can have whatever gear he likes for the middle gear. That simply depends upon the number of teeth on the chain wheel, on the crank axle and the chain ring on the back hub, precisely the same as usual; and whatever his normal gear may be he will be able to obtain the 20 per cent drop and the 25 per cent increase. A free wheel is provided on all three speeds, but it can be locked out of action when desired.

The gear change is effected from a small lever on the handle bar by mechanism specially designed. To reduce the gear one pushes the lever forward with the right thumb, and to put it up it only requires to be released. A Bowden wire is used to convey the movement to the hub from the handle bar lever.

Philadelphia Revises Speed and Lamp Laws.

An ordinance now before the Philadelphia eity councils includes bicycles in its provisions. As compared with the presnt law it is somewhat more liberal. The maximum speed is set at ten miles per hour, instead of the seven miles which has always been a dead letter, and the use of lamps, heretofor mandatory, is made, in a sense, optional, just as it is in this State.

"All vehicles," it says, "when driven or propelled on the streets or highways, excepting those proceeding at a rate of speed not faster than a walk, shall carry between sunset and sunrise a white light or lights in a conspicuous position, so as to readily be seen from in front, with a red signal which can easily be seen from the rear."

The ordinance further provides that "all

bicycles or similar vehicles and all vehicles propelled by other than animal power shall be provided with suitable signal that can be distinctly heard a distance of thirty yards and the drivers shall sound same whenever necessary to warn pedestrians or other vehicles of their approach, but such sounding of signals shall in no way give any special privileges or right of way," and that "not more than three bicycles may be ridden abreast on any street or highway."

Corson Prepares for Long Trip.

E. H. Corson, the enthusiastic manager of the Automobile and Motor Cycle Company, Boston, is preparing for a round trip on his motor bieycle from Boston to Chicago and Milwaukee. He will start as soon after Nov. 10 as possible, and follow about this route: Boston to Pittsfield, Mass., via Worcester; through State of New York to Buffalo, via Schenectady, Utica, Syracuse, Rochester and Batavia. From Buffalo to Niagara Falls; thence through Canada to Detroit via Hamilton, Brentford, Woodstock, London, Rodney, Ridgetown, Buckborn, Essex Centre and Windsor. Through Michigan via Ann Arbor, Jackson, Battle Creek, Kalamazoo, Paw Paw and St. Joseph; thence to Chicago, III., by boat. From here up to Waukegan, Ill.; thence to Kenosha, Racine, Racine Junction and Milwaukee, Wis.

Corson says he will be pleased to receive any particulars regarding his proposed route and to meet anyone interested in motor bicycles; all who meet him are sure of meeting the sort of man with whom it is a pleasure to talk motorcycling.

Two Views of Gears.

"What is your gear—about 77, I suppose?" said the first wheelman, as he watched his companion's feet going around.

"No, only 74; and that is a little higher than I did use. It is plenty high enough, though,"

"You are right. I tried an 84 a few weeks ago, but came back to my 77 and like it better. It's funny, too, for there's no doubt in my mind that you can get away quicker on the high gear and even take a hill faster. But if the ride is long it gets to be awful hard work"

"My experience exactly: The high gear takes it out of you more than the low one. I can take an all-day ride with the latter and never get tired. I may not go quite so fast, but there's a deal more comfort in it, and you don't have that 'rocky' feeling, as if you had been through a rolling mill. I can't help thinking that if more riders would use low gears they would get better results."

Eight miles per hour within the business section and ten miles outside of it is the speed prescribed by a pending Kansas City, Mo., ordinance for "bicycles, tricycles and tandem bicycles" and other vehicles. It is further provided that the said bicycles, etc., shall carry lamps that can be seen for at least fifty feet,

RUDGE-WHITWORTH PROFITS

England's Biggest Cycle Makers Have a Remarkable Year—Pay big Dividend.

Despite the collapse of the boom and the depression which has since never been entirely dissipated, Rudge-Whitworth, Ltd., England's largest manufacturer of bicycles, for the third successive year has again declared a 10 per cent dividend on its common stock. The profits for the year ending August 31 last in round figures amounted to \$151,000. The profit was figured and the dividend was declared after interest on bonds and directors' fees had been paid, and a reserve fund of \$50,000 set aside for mad or doubtful debts.

The result at this stage of the business is so remarkable as to make the separate items in the Rudge-Whitworth balance sheet of prime interest to the American trade. They follow:

	190		,	190		
Net profit for the year Balance brought forward	10,099 7,235	14	d. 10 8	30,352 3,331	s. 7 14	d. 6 0
Total Preference dividend at the rate of 6 mer cent.	17,335	5	6	33,684	1	6
per annum	4,512	9	6	4,484	12	11
Dividend of 10 per co	12,822	16	0	29,199	8	7
upon ordinary shares	9,491	2	0	9,491	2	0
To reserve fund	3,331 Ni		0	19,708 10,000		7
Carried forward	3.331	14	0	9,708	6	7
		19	01.		19	62.
C 3. 3.3.	£	S		£	S.	d.
Sundry debtors	23,296			.30,108	-0	4
Reserve fund	35,000		0	35,000	0	-0
Freehold property Leasehold less deprecia-	40,468	8	2	41,068	8	3
tion	330	9	2	250	-0	-0
Plant, machinery, fix- tures, furniture and fit-						
tings, Coventry and						
Birmingham	40,483	-	0	39,840		0
Loose tools and patterns.	11,031		9	12,278	- 0	j1
Depot fittings, etc	5.024		11	6,483		8
Stock in trade	48.302	š	0	79,650		0
South African account	16.226	11	ő	*Nil		•
Sundry debtors	33.580	12	6	46,857		11
Cash and bills in hand				20,000		
and at bank	11,444	1	1	7,069	9	10
Investments at costs	-3,694	- 6	S	50	-0	0
Paid up capital remains						
the same in each year,						
Viz.	174,426	0	0	147,426		
Debentures	16,637	10	0	16,637	10	0
Goodwill, agreements, patents, etc						
*Presumably this is inc	ludod	-				
*Presumably this is inc	ruded	111	Stock	in tra	ue	ın

About Tire Improvement-

The inventor who will improve the pneumatic tire has to evolve a compromise which, while being at least as durable as the best tried makes, shall be more efficient, or more resilient as the case may be, is the opinion of a man who writes with a show of authority. On the other hand, if durability is the main aim the tire must not absorb more driving power, or reduce comfort. In other words, improvement can only be made in any one of the three cardinal qualities by insuring that the other two, even if not bettered, are at least not impaired.

It is a most difficult set of requirements to meet, as driving efficiency, the most vital point of the three, does not necessarily accompany resiliency, while by placing these two qualities in the background nothing is easier than to produce a durable tire.



ON EVERY BICYCLE WE MAKE.

Satisfied Customers Make the Asset "Good

We have worked steadfastly to satisfy our customers whether they buy one or one thousand NATIONALS. Our success has been in our satisfied customers.

They have found that the NATIONAL is what we claim for it and that the treatment accorded them is consistently fair and makes friends of their customers.

Every year shows an increase in the number of NATIONALS sold. NATIONAL riders become enthusiasts and help the dealer make more sales. They are a standing advertisement doing daily effective work.

You may as well share in this "good will." It's profitable to all NATIONAL dealers as well as to ourselves and it grows more profitable annually for the NATIONAL factory never stops — it keeps steadily at work making bicycles with a "good will" in them.

> The National Agency Anywhere in 1903 will be Worth More Than it Ever Has Been.

DO YOU WANT IT?

NATIONAL CYCLE MFG. CO., Bay City, Mich.

Safety, Speed and Comfort

CAN BE OBTAINED BY HAVING YOUR AUTOMOBILE EQUIPPED WITH

FISK TIRES.

FISK RUBBER COMPANY, - Chicopee Falls, Mass.

BRANCHES:

BOSTON, 604 Atlantic Ave. SPRINGFIELD, 40 Dwight St.

SYRACUSE, BUFFALO, 423 So. Clinton St.

NEW YORK, 83 Chambers St.

> DETROIT. 252 Jefferson St.

PHILADELPHIA, 916 Arch St. CHICAGO.

54 State St.

WASHINGTON, 427 10th St., N,W. SAN FRANCISCO,



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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, OCTOBER 30, 1902.

Frank A. Elwell; An Appreciation.

If the proverb were true that the good die young, this would be a sorry old world. Happily, men live and men have lived, and so lived that we know the proverb to be a mere soothsaying.

Would that it were possible to say that Frank A. Elwell was yet to be numbered with the good who live. Poor fellow! He loved the bicycle and had served the cycling cause so long, so wisely and so well that to have it prove the instrument of his death seems the irony of fate. That frightful fall on Long Island left the world poorer in the qualities that constitute human goodness and took from cycling one whose pen, whose effort, whose example—much of whose life work had been devoted to its advocacy and its upliftment.

Frank Elwell was a genial, kindly, gentle, unassuming soul. The milk of human kindness flowed free and warmly in his veins. The glow was reflected in his features; it was imparted by hls hand clasp. To meet him was to like him; to know him

was to become his friend. His devotion to cycling was consistent and in keeping with his nature. 'Twas the devotion not of a day nor of a month, but of almost a quarter century; nor was it passive devotion. He helped fight its early battles, and even before victory was fairly won his quick eye and love of nature saw the practical and most pleasurable side of cycling, i. e., touring. He took small part in the strife of political hullabaloos and in the rush of cycle racing. He made his mark as a tourist and as an organizer of tours, and earned for himself fame that was international and that did not die with him.

That the motor bicycle was peculiarly fitted for the tourist he early realized, and by word and pen he sought to dispel doubt and awaken the cycling world to its glories. The pages of the Bicycling World during the last year have borne witness to the depth of his foresight, the extent of his enthusiasm and belief, and the intelligence of his advocacy of the newest form of bicycle. To take liberties with language, his facile pen, as weilded in the interests of the new bicycle, exhaled this spirit:

"'Our hearts, our hopes, are all with thee; Our hearts, our hopes, our prayers, our tears, Our faith triumphant o'er our fears,

Are all with thee."

Elwell's was the spirit of the cycling patriot and pioneer. He died for the cause he loved, but his spirit lives after him.

The Show Suggestion.

Every local dealer and all interested in the trade about New York City appear to have read the article in the Bicycling World of last week in which it was frankly asked "Why not hold a bicycle show?" It is surprising what a unanimity of opinion there is in the trade that a show would do good and that one should be held. The answer to the question, as gleaned from the dealers, is, however, a confused one. An epitome of the sentiment of a great many might be expressed by the query: "How?"

It is curious to learn how many want to get the benefit which they know they will reap from a show, but do not want to aid in holding one. They are willing to be helped without being willing to help themselves.

Visiting around in the trade brings it out plainly that there are both optimists and pessimists, far seeing men and others to whom the tip of their own noses is invisible. The holding of a show is proposition that the optimists greet with glee and express a willingness to do their part, while the others say they would like to see it, but would want some one else to do it all.

The only practical solution seems to be in the leadership of a few who are sanguine and sincere, and can appreciate something else beside an immediate cash profit.

In these days, when the branch store is hardly known and most of the retailers are handling all makes of wheels, it is difficult to decide upon whom the responsibility of such an undertaking properly devolves. Naturally a bicycle exhibit is of prime importance to the manufacturer. No matter who is selling his product, or how many are handling it, whatever advertising help it gets redounds to his profit. Yet it seems to the makers to be hardly fair for the dealers who are selling all the lines to have their business helped jointly by makers who are in the "combine" and those who are not.

Always it has been essentially a dealers' show for the henefit of the retail trade that has been proposed. A few dealers have been found in New York City who are willing to go into one on the same basis and for the same reasons that formerly they went into "local" shows. With these few to lead it seems quite possible that there may yet he something of an exhibition in the spring.

What seems to be necessary after a general canvass of the makers and retailers is this:

The manufacturers should help their agents by lending stock and perhaps sharing in the expense. A rebate should be made to the exhibitors so that their expense would he slight. Some form of entertainment should be provided in order to attract the crowd at certain hours. It should be a show of bicycles by retailers of bicycles and for the cycling public.

As one man who has been eighteen years in the trade puts it: "It is the time for a renaissance. There are hundreds of riders who know very little about the different makes of wheels and there is as much need for a show now as there was eight years ago; in fact, with the aid of motocycles, there is more reason for it. I believe, too, that there will be plenty to exhibit."

In the present condition of affairs of the American Bicycle Company nothing very definite can be said as to what the American Cycle Manufacturing Company might be able to do, but assurance has been received that if the reorganization plans bestows power to a certain element, a show will be heartily supported by it.

It is quite certain that a show of the kind,

one for agents and dealers and not run by any combination of makers, would be supported by the independent manufacturers as well as those in the trust.

The Dealer's Time for Reflection.

Now comes the dealer's "winter of discontent," and he sits down to wrestle with a knotty problem, viz.: How not to waste his substance in idle living during the winter months.

It is no new struggle. Since the time there were cycle dealers, or any other retailers having a "season" trade, it has been going on. The lines of battle have always been pretty nearly the same, and the outcome is rarely in doubt. "Hard sledding" is the expressive term that hest describes the lot for the next few months of the dealer who has not safeguarded himself by arranging to eke out his revenues in some manner.

Of course, the exclusive cycle dealer no longer dominates the trade. The shrinkage in the business, and in the profits from it as well, has been so great that necessity has accomplished what policy frequently failed to do—compelled the majority of dealers to take up side lines, or, in some cases, to make side lines of the bicycles that were formerly their principal stock in trade. The result of such a snifting of interests has been, in the main, a beneficial one, removing from the cycle trade a burden it is no longer able to stand.

Just as good has resulted from this movement, so is its logical nature demonstrated and its further progress certain to take place.

The time has gone when a dealer can pay twelve months' expenses out of the profits accruing from the sale of bicycles. Even if a good sundry and repairing business is done it can only belp matters, not refute the accuracy of the foregoing statement. If the store is to be kept open the year around, even with greatly reduced force, something besides bicycles must be traded in and repaired.

If the dealer's cogitation results in this fact being borne in upon him convincingly, a great good will have been accomplished.

The business has not gone to the demnation bow-wows, not by a great deal. There is a steady demand for bicycles during the season, just as there is for hats or shoes, and it must fall to the lot of some one to sell them. The better equipped the dealer happens to be the more successful will his heason turn out. The right goods and the

right methods—these will do the trick as nothing else will.

Nor should it be feared that there will be no competition for the better class of agents. Just the contrary is the case. At no time within recent years at least has there been more anxiety displayed by makers to strengthen themselves in their selling agencies. They read aright the signs of the times, and know that next year it only needs to have their lines in good hands to make certain the disposing of their product.

Front Fork Failures.

The front forks and all that pertain thereto constitute such an important item in the reliability of motor bicycles—and of all other bicycles, for that matter—that accidents due to their breakage should not be required to emphasize the absolute necessity for great strength at that particular point.

The distressing death of Mr. Frank A. Elwell, however, calls renewed attention to the subject, and his very prominence will, or should, serve to bring all makers to fuller realization of their duty in the premises.

Since the first bicycle was produced there was never what may be termed a nastier form of accident than that due to the front fork failures. Rarely do they give a sign of warning; the collapse is usually sudden; the rider has no chance to save himself; his fall is generally a headlong pitch forward and downward, and one that carries serious injury or worse with it. Accidents will happen, of course, but knowledge of the sort should cause none to minimize the importance of undoubted strength of front forks.

Afraid of Advice.

Among the contributing causes for the failure of some bicycle dealers to properly understand the motor bicycle, is that of trade jealousy. This lack of understanding also leads to a lack in sales, as it cannot be gainsaid that if ever there was a product which needed to be mechanically understood, to advance its prestige, it is the motor bicycle.

Not to understand it, to some extent at least, does not necessarily argue inability, but it does show that at times the causes are such that they ought not have room in any smart dealers makeup.

A case in point, and one that showed direct effect, came to the notice of the Bicycling World during the past summer.

Two dealers, in towns that fairly overlap one another, were induced by the same maker to take up the local agency for a motor bicycle. One, from his natural gifts, very quickly learned the operation under all conditions, while the other continued to be stuck by every changing endition that took place on his machine.

The first sold a machine or two, while the second, although in a larger and more prosperous town, could not make a sale because each time he made his first trials he failed to keep the machine going at all times in the presence of his possible customers. After a time he became disgusted and started to condemn in particular the make he haudled and the motor bicycle in general.

Hearing of this and realizing the effect the spread of the condemnation and the inability might have on that section owing to the close proximity of the territories, the first dealer offered to aid the second with his machine, both generally and specifically. The offer was bluntly refused in a manner and with words which left no doubt that trade jealousy was the sole cause.

That there should be a sequel to this is not strange. From cause to effect is a natural sequence. That there were other cases like the following there can be no doubt.

Among those who were led away from the idea of buying a motor bicycle by the acts of the second dealer was one man who eventually learned of the first dealer's success in operating. Going to the later the man's faith was renewed and his interest revived to the material point that he bought a motor bicycle, and bids fair to next year lead some of his fellow-townsmen across the borders to that first dealer.

To think that advertising indulged in for part of the year will leave a reminder in the minds of the public for the balance of the year is of that variety which is too frequently a besetting business sin. The fact should never be overlooked that the mightiest of the earth pass away and that with the moving, spirit of the times people not only cease to talk of them, but soon forget that they have forgotten.

Now that the fall season is here, riding on wet pavements makes up a fair share of the total week's riding. There is nothing new in the tip, yet there can be found many bicycle riders who do not seem to know how to pedal when their bicycle is slipping in toward the gutter. By pushing bardest with the pedal on the gutter side the bicycle will gradually crawl away toward the crown of the street.

KINGS COUNTY'S PLANS

Veteran Brooklyn Club Alms at Ambitlous Expansion-Many Clubs In one.

A certain coterie of members of the Kings County Wheelmen are involved in one of the most ambitious but entirely sensible propositions that has been heard of in years.

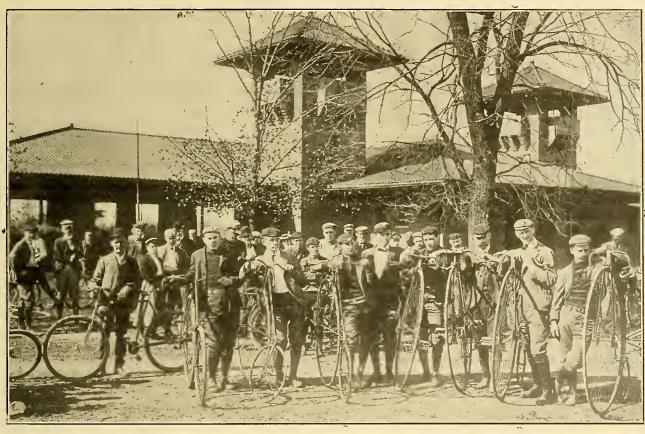
The club has an equity of about \$16,000 in the house at 1,255 Bedford avenue, Brooklyn, and it does not propose to stand still. those who know something of the plans, is to have each of the new organizations named get thoroughly established and later to have them consolidate with the Kings County Wheelmen.

The basis for all of this scheme is a substantial oue. The house of the Kings County Wheelmen can now accommodate about twenty automobiles. There are half a dozen members of the club who own autonobiles and a half a dozen more who are willing to join as the new Kings County Automobile Club.

tions are even now under way for a piece of land on which a bicycle track, a einder path, gridiron and diamond can be laid out.

As the plans have not fully matured, the intents of this enterprising group of cyclists can be mentioned only in outline. It is under stood that the intention is not to attempt to absorb the Alpha Motor Cycle Club, or the Long Island Automobile Club, nor any athletic body, nor to affiliate with any one of them, but to launch each organization independently and let them make their own way. As the persons chiefly in-

Annual Run of the St. Louis Ancients.



While designed as a national organization to keep alive the memories of the past, the Ancient Order of the Good Old Ordinary, bas never spread far beyond the limits of its place of origin, St. Louis, Mo. The fact does not worry the St. Louis men, however, for once each year they brush the dust and cobwebs from their historic crocks and

startle the public by actually riding them. Tivy, John R. Shultz and Alex Laing (on The ninth annual run of the Ancients, here pictured at the entrance to Forest Park, was taken on the 19th inst. Reading from left to right the participants, who formed a rare gathering of men and machines were: John Terrel, H. G. Wolzendorf, Eli Silverburg (on Stars), E. J. Rotty, Bert Harding, George

Ordinaries).

Of the eight, five managed to reach the destination, Clayton, in time for dinner. Shultz cried quits early in the day, Laing's wheel failed him and Terrel, distinguished by that linking of past and present, a Star with pneumatic tires, had an ignominious breakdown which forced him to walk home.

George A. Needham has been the leading spirit in the organization for a number of years and he, it is understood, is in the front rank of those who are leading the new movements.

Last week the Kings County Automobile Club was incorporated, with Needham and a few others as directors. This is but the first step in the big movement.

It is understood that a Kings County Motor Bicycle Club and a Klngs County Athletic Club have been formulated and are yet to be incorporated.

The idea, so far as can be gleaned by

For the Kings County Motor Bicycle Club the promoters are said to be certain of at least ten members to start with. The trouble now is that the club cannot store motocycles without impairing its fire insurance policy.

With regard to the Kings County Athletic Club the idea seems to be that there is need in New York City for some new field where every sort of athletic games can be held, including track contests and football. According to hearsay, H. B. Fullerton, of the Long Island Railroad, is interested in the scheme for an athletic field, and negotiaterested are men closely identified with the Kings County Wheelmen it was assumed that the whole scheme eventually will concentrate in that organization.

According to a Paris correspondent, "the motor bicycle has made more headway in France during the last six months than ever before." This is partly due to the fact that before." This is partly due to the fact that the Frenchman clung to the motor tricycle longer than was the case in this country.

"Inclosed find check for another year of the Bicycling World. I couldn't get along without it."-(P. T. Ryan, Schenectady, N. Y.

RACING

Distinctions without much difference were made last Sunday between the rival road riders of the yellow sweater brigade. The repeatedly postponed centuries of the Century Road Club Association and of the New York State Division of the Century Road Club of America were both held over the Long Island roads.

Both organizations used the same course, going back and forth twice between Massapequa and Hicksville. Riders on both sides wore yellow sweaters, with a central band of blue, displaying the letters C. R. C. A. Both sides said they had more than one hundred starters, and the leaders of each side denied the claims made by the others.

At any rate both affairs were great runs; that is, the promoters called them runs-"individual century record runs." As a matter of fact they were handicap races, with a limit of two and a half hours, that were ridden in the face of stiff northeast wind. The "Association" men began proceedings by pushing off their limit men promptly at 7 o'clock in the morning. The "Americas" started their long markers at 7:37 o'clock. The starting and finishing marks of the rival organizations were about ten yards one from the other. The "Association" managers said that they had 140 in their run, but the "Americas" insisted that this was a gross exaggeration and that there were not one hundred. The "Americas" declared eightysix starters, and one of the "Association" officials said that the number was about right.

Among those on the limit mark of the "Americas" was Mrs. R. J. Munsterman, a woman who weighs more than 200 pounds. The time made by the prize winners was well outside of record because of the high wind. The following tables show how the prize winners of each side finished:

ASSOCIATION.

		Handicap.			Net time.			
	Names.	H.	M.	S.	H.	M.	S.	
G.	Duester		55	00	5	43	00	
H.	S. R. Smith		55	00	5	43	20	
C.	A. Crawford	. 2	30	00	6	20	30	
Р.	Agren		55	00	5	59	00	
V.	Phillips	. 1	35	00	5	39	20	
E.	Hedland	. 1	30	00	5	42	10	
Ο.	Kronn	. 1	40	00	5	54	45	
E.	Hoffer	. 1	35	00	5	50	30	
H.	R. Strauss	. 1	50	00	6	00	45	
V	Kluger	. 1	50	00	6	13	20	
J.	Eifler	. 1	30	00	6	14	45	
H.	Anderson	. 1	15	00	5	56	40	
C.	Wigman	. 1	30	00	5	52	42	
G.	Watts		55	00	6	08	40	
S.	Mehrbach	. 1	35	00	6	14	30	

The winner of the first time prize of the "Association" was F. E. Kirchner, who finished thirty-fourth after covering the course in 5 hors 28 minutes 43 seconds. A. Anderson, the thirty-fifth man, won the second time prize, and V. Phillips, the fifth one in, got the third time prize. Anderson's time was 5 hours 32 minutes 35 seconds,

AMERICAS.

	manurcap.	Net time.
Names.		H. M. S.
J. E. Gregoire		6 00 00
Joseph Hickey		5 32 10
F. E. Williams	1 50	5 32 11
Oscar Lenz		5 32 12
M. Van den Dries	2 30	6 28 00
J. W. Thompson	2 00	6 05 10
H. A. Gliesman	1 20	5 25 11

L. T. Singer	1	20		25	
G. Weirich	1	40	5	50	00
Mrs. R. J. Munsterman	2	30	6	49	12
H. Van den Dries			6	22	00
Owen Devine	2	00	6	28	00
Harry Galbrath			6	28	00
D. J. McIntyre			6	09	00
F. Gebhardt			5	30	20
r. debilardt	-	00		00	200

The "Americas" offered five time prizes. The winners of these were:

	Handicap.	Net	tim	ıe.
Names.	H. M.	H,	M.	S.
H. A. Gliesman	1 20	5	25	11
L. T. Singer	1 20	5	25	12
Charles Mock	Scratch	5	25	15
Gus. Perdou	Scratch	5	25	17
Fred Gebhardt	1 00	5	30	20

Zimmerman returned from Paris on Tuesday last. The sailing of the one time undisputed champion of the world was unheralded, and his arrival occupied but a line in the daily papers. While Zim's contract made him "safe," his trip was hardly profitable to the Paris promoters, for, sad to tell, Zim is no longer the idol he once was, and he unwisely competed and was beaten in several races instead of confining himself to exhibition rides, as was his intention when he went across.

At Paris on the 12th Bald placed another first to his credit—a scratch event, in which he beat out four competitors. On the same day Bonhours won an hour's race, all of the other riders, Elkes among the number, falling before 15 minutes had elapsed.

The Bay View Wheelmen of Newark, N. J., has carded a hare and bound chase for November 9. Rich prizes are offered, and some fifty entries are already in hand. This is a form of event once popular with cyclists and still deserving of popularity.

The motor bicycle record for a mile was beaten at the Buffalo track, Paris, on October 17 by Darioli, who covered the distance in 1:10 2-5. The former record was that made here by Champion on October 27, 1901, of 1:12 2-5.

At Atlanta, Ga., on October 25 "Bobby" Walthour undertook to beat nine horses, each running a mile, he to make ten miles to the horses nine. The task was too tall for him, however, the horses winning by a quarter of a mile.

" Americas " Nominate Officers.

The Century Road Club of America has decided upon a little rotation of office. The ticket regularly nominated by the committee for 1903 does not reinstate President Fairchild. This is the ticket:

For president, H. A. Ludlum, of New York; for first vice-president, Dr. C. D. Peck, of Sandusky, O.; for second vice-president, John M. Miller, of Chicago; for secretary, C. E. Nylander, of New York; for treasurer, R. C. Williams, of Washington, D. C.

For the New York State Division Henry Veit, of Brooklyn, has been named for centurian, and Fred E. Mommer for secretarytreasurer.

One Man's Idea of Motocycles.

Reading between the lines of the history of the bicycle, and with the imagination inspired by the facts, almost any one may have a prophetic glimpse at the future of the motor bicycle.

From its beginning as the accessory of an arduous sport, an athletic undertaking in the days of the old high wheel, the bicycle—shall it be said evolved?—became a vehicle of pleasure and the instrument for exercise for those who take exercise as they do medicine, but try to select that which is partly pleasant. Next it came to be the fad of society and the mark of the boomers. After that was the sane and unavoidable settlement into its place and class as a vehicle, first, of convenience and utility; second, as a means of enjoyment, and, third, as an exercising appliance highly recommended by physicians.

For convenience the bicycle will always outclass any form of power vehicle. Always ready, it can be caught up and used as readily as a cap. For economy also it is unsurpassed. As an exercising machine its equal is yet to be found.

But what of the utilitarian and the pleasure giving value of the motorless bicycle as compared with that of the motor bicycle? The answer to this must forecast the future of the power machine, which is the missing link between the bicycle and the automobile. For pleasure purposes the motor bicycle excels the bicycle as the automobile does the horse, because of the power it affords of going further and getting back sooner. Those who have leisure for pleasure jaunts usually have means enough to afford motor bicycles, and for this class one may expect to see it supplant the motorless two wheeler.

For utility, also, the motor bicycle seems destined to rise to a higher plane than that of the common wheel. The sight in the streets of motocycle carriers for delivery use in towns and cities and for use by rural peddlers may soon expected to be a common one.

Thus the future calls the motocycle into the two great fields of practical commercial service and pleasure touring, leaving the bicycle to cater to the demands for convenience and economy and exercise. For running a few blocks to the store, to the village postoffice, to the country school, and to ride to daily toil, the bicycle is the thing required. To these purposes, and the use of those who "know that they have livers," and for the few pleasurers who cannot afford the power type, the motorless bicycle will be ultimately limited, as to a great extent it now is.

The motor machine will become a draught vehicle as surely as the automobile, and, like its bigger brother, will have for its other great function that of supplying the wants of tourists and excursionists.

Tribune Factory for Saie.]

The old Tribune factory at Erie, Pa., is on the market. It is understood that \$72,000 is the asking price,

TO SUE FOR TROPHIES

Fight Between RIval Century Organizations Takes Sharp Turn—The Prizes at Stake.

One champagne bottle, presented by Gus Egloff.

One clock, presented by the Bay View Wheelmen.

One silver vase, presented by the Firemen's Bicycle Club.

One silver bowl, presented by the Union League Wheelmen.

One silken banner, presented by the South Brooklyn Wheelmen.

This is a summary of the claims made by P. A. Dyer, of the Century Road Club of America, against the Century Road Club Association, and for which the "Americas" When asked what his next move would be, Counsellor Redmond answered that he would repleving the articles.

The comical part of the situation is that the goods mentioned are not now in the clubhouse of the "Association." Two members of the "Association," when asked on Thursday where the articles were, said that they had positively no knowledge of their whereabouts, did not even know that the articles mentioned had disappeared, and could not swear to their ever being in the clubhouse, though they thought that they had sene something of the sort.

Lawyer Redmond was asked what he would do about getting out a writ of replevin in such a case, and he answered, with

TWO MEN: TWO WHEELS

An Interchange of Opinion Followed That Proved Deceitfulness of Appearances.

They were two old, timers, whose novice days were away back in the mists of time—almost. They met cansually on a frequented road and chatted as they went aloug. One had a machine that was immaculate, looking as if it were just out of the factory; yet the company that made it, its factory and nearly all concerned in the venture, passed from view years ago. The other rider's wheel was just the reverse. Ill kept, dirty, the nickel parts covered with rust—

A Sunday Run of the New York Motor Cycle Club.



FRONT ROW-E. F. Willis (President) Henry Allmen (Leutenent) Fred'k Thourot, M. E. Toepel, F. B. Widmayer, Hngo Bendic (Secretary.)

REAR ROW-R. G. Betts, Chas. Theile, Henry Glade (Treasure) Geo. B. Jeukins, E. L. Fergerson, D. D. Miller, F. E. Moskovics (Captain) W. F. Widmaysr, H. Jehle, Raymond Douglas.

propose to take drastic measures to recover.

The attorney for the "Americas" is James W. Redmond, of Brooklyn. He told a representative of the Bicycling World on Thursday that he had in his hands a receipt from the "Association" signed by H. A. Ludlum, which acknowledges the possession of the articles named, and states that they were received from P. A. Dyer and were "loaned for safe keeping." This receipt Mr. Redmond showed to the Bicycling World representative. It is dated April 18, 1900. Lawyer Redmond said that he had written to the "Association" and received a reply from E. Lee Ferguson, corresponding secretary, who said that the organization had employed counsel and that he was instructed to say that there were properties belonging to the Century Road Club of America in the clubhouse of the Century Road Club Assoeiation at No. 310 West Fifty-third street, New York City.

much surprise: "Well, I suppose we will have to locate the goods before we can replevin them."

Stopping Passers-by.

A large number of people go past your doors day after day and never come in, says H. A. Wilber. They buy the kind of goods you sell, but they buy them somewhere else. There are other people who buy of you year in and year out and never think of going anywhere else. Now, why do they do it? You know just why your present customers find it desirable and profitable to buy of you rather than any competitor. These reasons, if thy can hold your present customers, will stop that throng that goes by your door and bring it in.

"Inclosed is my subscription. I might as well be out of business as to be without the Bicycling World."—(A. N. Rust, Davenport, Iowa.

it was enough to give one the blues merely to look at it.

"Looks pretty bad, doesn't it?" remarked its owner, in response to the unspoken critieism of his companion, who nodded in assent.

"Well, it got away from me a couple of years ago. when I became too lazy to care for its externals. Since then I have taken a sort of pride in its woebegone appearance. It looks all of its seven years old, and no one would suspect how well it runs or how excellent its internal condition is. Some day I shall have it refinished and then it will look like yours. You must spend a lot of time on it."

"Oh, not so very much! A few minutes after a ride and it is made bright and shining."

"But one would not think to look at the old crock that it had been pushed 25,000 miles. That's its and my record, however. And it's just as good as the day I got it.

Jobbers, Dealers and Users of Bicycles

SHOULD INSIST ON HAVING

"Diamond E" Spokes

They represent the highest development of the art of spoke manufacture, and for years have given the best of satisfaction. All reputable manufacturers of bicycles equip their wheels with them.

NONE GENUINE UNLESS STAMPED WITH THIS TRADE-MARK:



STANDARD SPOKE & NIPPLE CO., Torrington, Conn., U.S.A.

H. P. WELLS, Light Running Carriages.

Amesbury, Mass., Oct. 10, 1902.

THE H. A. MATTHEWS MFG. COMPANY,

Gentlemen:—I have given your cones rather a severe test by using them on a steel tire wagon, and they proved all right. Please send me, etc.

Yours truly, H. P. WELLS.

We make Cups and Cones, Connections, Head Sets; in fact, most everything just as good as the cones.

SEND FOR CATALOGUE.

THE H. A. MATTHEWS MFG. COMPANY.

SEYMOUR, CONNECTICUT, U.S. A.

TRUE ECONOMY

does not consist in pinching pennies out of the saddle. It was long since proven that the best saddle, i. e., the

PERSONS



SADDLE

is the cheapest in the end. It looks better, feels better, wears better and IS better in every way than any other saddle on the market and is an unfailing index to the policy of the cycle manufacturer and his bicycle.

"Penny pinchers" do not use Persons Saddles nor are they to be found on bicycles of doubtful quality.

PERSONS MANUFACTURING CO., c. A. PERSONS, Prest.

WORCESTER, MASSACHUSETTS

MAKING A REPAIR

The First Job Provides Tools and Data for Subsequent Use.

When I got my first motor bicycle, it was a few years back, it was about the only practical type on the market. Its first owner, and importer, had never been able to make it run for any distance, but a considerable experience with motor launches and vehicles gave me faith in my abilities to get it going and then keeping it in that condition. Many were the enjoyable rides I had on that bicycle, particularly after I had thrown out the storage battery and put in a set of dry cells.

The first job of any moment that I took in hand was after I had run the bicycle about 600 miles, and that was to re-bush the connecting rod bearing. This had become worn to a considerable extent, so that a good deal of knocking was set up with loss of power. The first thing necessary was to take the engine to pieces. The wires were disconnected from the contact breaker, and the advance spark lever was then taken off. On now loosening the nuts holding the crank case to the bicycle the motor complete could be lifted off.

The cylinder and crank case had now to be taken apart, but before this could be done the driving pulley had to be got off the crank axle. It was fitted very tight and to ease it I cut two wedges of hard wood and drove these in equally on each side of the pulley, between it and the face of the crank chamber. A few taps with a hammer on the end of the axle whilst firmly holding the pulley effected its removal. The two long bolts that hold the cylinder to the crank case were now removed by taking off the nuts at the combustion head and knocking out the bolts at the crank case lug. The cylinder then came away leaving the piston, connecting rod, and fly wheels in place, the bolts holding the crank case halves together were undone and then the case could be opened, exposing the fly wheels and interior gear-

The next step was to remove the connecting rod. This is not by any means an easy matter with motors built on the De Dion principle. The discs are very tightly fixed on the crank pin, and sometimes the end of the pin is burred over the nut. By using a strong spanner the nut can be started, providing the burr is first filed down flush. The nut off, the disc can be got off by knocking the pin through it with a few sharp taps with a hammer. This leaves the connecting rod and piston free.

The best way to remove the worn bushing is to force it out by placing the connecting rod in the vice, packing one side of the rod out so as to allow the bush to pass, and then forcing it through by screwing a nut or pieces of round metal up against the other face. Another way is to knock the bush

out by placing the rod over the vice, and giving the other side of the bush a few blows with the plane of a hammer.

To make a new bush required the use of the lathe. A piece of round section phosphor bronze was obtained just a shade larger than the diameter of the hole in connecting rod. I then cut a piece of the bar 3-16ths inch wider than the bush. This was then placed in the three-jaw chuck and bored out with a twist drill a shade less in diameter than the crank pin. It can then be lightly touched up with a tool till it is a fit on the pin—rather tight it should be at first, so as to allow for grinding.

The next thing to do was to drive the bush on to a maudril, and turn it down to an accurate fit to the crank bore. This must be carefully gauged, as it is necessary that the bush can be tightly forced in by placing it in the vice between two pieces of soft metal and screwing up tight. When in its place



NEW YORK BRANCH: 214-216 WEST 47TH STREET.

the bush should be ground out to a perfect free fit to the pin by setting the mandril very true on the lathe chuck and placing on it some crocus powder, then running at high speed and lapping out the bore of the bush. Oil holes will next require to be drilled; the holes will already be made in the crank end, and it will only be necessary to run the drill through the bushing.

Replacing the crank disc and trueing up requires careful doing because although the set pins should allow the parts to go together again exactly it will be found necessary to test the axles between the lathe centers to ensure their being perfectly in line with each other, and this will mean that the discs may require setting slightly by gently tapping them with a hammer one side or the other till the whole system runs absolutely true. Otherwise it would be impossible to get the wheels to fit in the crank case and the axles would run hard in their bearings. The nuts should be well tightened up, and a better plan than burring up the thread is to drill and tap a small hole through the edge of the pin and nut and put in a small set

screw. This enables the discs to be taken apart, if necessary at any time, without trouble.

The points of vital importance when reassembling the motor, is the setting of the exhaust and ignition gears. This is simply a question of getting the right teeth of the gear wheels into mesh. It is sometimes found that the corresponding teeth on the 2 to 1 gear wheels are marked, but when this is not done, and it is too often neglected by motor builders, then it is that the repairer must know some means to get matters right.

The best method to pursue where there is an opening in the top of the cylinder, is to make a wire gauge as follows: Before taking down the motor take a good stiff piece of wire, 3-16ths or so in diameter, and put it through the opening in the head until it rests on the top of the piston. Then turn the belt pulley, or sprocket, in the direction in which it runs, until the wire starts up with the exhaust stroke. The exhaust stroke can always be told by the fact that the exhaust valve stem is held up only on this stroke and closes at nearly the top of the stroke. Now turn the pulley backwards—if the exhaust has been tried for-until the wire is down as far it will go. Continue the backard turning until the exhaust stem is clear down and the short rod that pushes it starts to leave it for the small clearance always allowed. This is the point that should be marked on the wire, at the exact point where it comes through the head, witht a file or other means. To be sure that the mark is to be made in exactly the right place, move the pulley back and forth the slightest amount, to see that the short stem touches and leaves the valve rod stem just above it.

Of course, with the wire thus marked it is used to adjust the gears when re-assembling, so that the exhaust valve stem will start up just as the notch commences to show at the edge of the hole in the head. No further mark is needed on the wire, but it will help to check the setting if a mark is also made just as the exhaust valve sets. With the two marks there is little chance to make an error, provided it is known which end of the wire is the down end. To insure the knowledge, the upper end can have a right angle bend made in it about one-half inch from the top.

If the sparking cam is on the same shaft as the exhaust cam, then the setting of the latter will take care of the former. If it is not on the same shaft or if it is to be removed and its position is not determined by a pin passing through it and the shaft, then before taking it off another wire measurer should be made with one mark cut on the wire at the time when the spark cam is at its highest position. That is, when it has forced to the limit the blade against the screw if the cam is made with a projecting knob. If the cam is with a notch for the blade to drop into, then make the mark when the piston is at the point that brings the blade to the point just before dropping.

The foregoing instructions have been given for use when taking down the motor. Should the motor be in a dismantled condition when brought in to be put together then the following instructions will give the methods for finding how to position each cam. Use wires for measuring, as before explained.

In meshing the teeth of the gears, place them so that the exhanst cam commences to open the valve when the piston is within three-eighths of an inch of its down strokethe working down stroke. Have the valve fully open when end of stroke is reachedthat is when the piston has gone down as far as it will. The valve should be fully closed when the piston reaches the end of the up stroke that is generally known as the exhaust stroke. There is apt to be some confusion on these positions, as many cannot understand that the exhaust should commence to take place at the end of the explosion or working stroke.

To find the position of the spark cam use the following method: Push the box making up the contact breaker parts, to its most forward, or high sparking point, and then the cam proper must be placed so that when the piston is within 3-16ths of an inch of the top position on its compression-up-stroke the contact of the two primary points is just

The best way to find the various strokes of the piston is to note the exhaust valve movement. In this way there can be no confusion as to which of the up strokes is compression and which is exhaust; always remembering that the order of movements of the piston is intake, compression, explosion, exhaust.

Improvements that are Possible.

While out last Sunday a Bicycling World representative met a man who in the past three years has tried almost everything in the way of drive on a motor bicycle, and in looking at his machine it was noticed that he had a belt of exactly the make-up described in last week's issue. Questioned as to his views in the matter, he said:

"I am satisfied that in the way of direct belt drive this form leaves little or nothing to be desired, and it is moreover easily fitted to most existing belt-driven machines without further alteration than fitting the special engine pulley. I have now used the belt over two hundred miles, by cyclometer, and you will notice that it has not stretched a particle. But I am not content to accept this as being a final solution of the transmission problem, for there is still the heavy side pull on the engine crank shaft, with consequent rapid wear of bearings, though I fail to see why this should not be remedied in future designs.

"And then somehow I don't fancy the small size of the engine pulley, and certainly a small advance would be made by increasing the size of the pulleys in the same ratio, say to the fullest extent allowable by the diameter of the bicycle driving wheel. Own-

ers of present-day machines of the type described will have no difficulty in compiling a little list of minor defects which, in many cases, they may by the expenditure of a little time and ingenuity remedy or improve themselves.

"As to the future motor bicycle, it seems quite probable that the greater overall width of a more powerful motor, which will be necessary to ensure durability of the bearings, will result in the engine being carried further forward to partly clear the crank path on contact-breaker side, in combination with increased width of tread and increased length of wheel base."

A Stand of the Right Sort.

The Corson motor hicycle stand here illnstrated is the creation of the rare bird of that name and is being marketed by his concern, the Automobile and Motor-Cycle Company, Boston, Mass. That it fills a want is not to be denied. The stand is of iron and so put together that it may be readily taken apart and packed in a steamer trunk. The lower rod is in three section, and is made

tent on the surface. If steel of small crosssection is so hardened that it becomes of the same degree of hardness everywhere, it may still crack, although this cannot be considered as due to pressure exerted on the interior by the hardened and contracted outside.

If steel of large cross-section is hardened, cracks may commence at the surface as well as within the metal. It is not possible, however, for such cracks to form within the metal if they are due to pressure exerted by the onter hardened skin on the softer core.

So, in accounting for such strains, Reiser tirst passed in review the present theories of the hardening process, and drawing attention to the changes in texture and volume which take place, considered that the strains referred to have their origin in these causes.

In later experiments, O. Thallner considered the question of the strains that occur in hardened steel of large cross-section.

These are due, he considered, to the changes in volume and in shape that take, place during the hardening. He took these up in their order and observed in experi-



up in such a way that the stand is adjustable to all lengths of wheel base. It holds the machine so firmly that after one has mounted and started the motor he can get off and leave the machine running.

Strains in Hardened Steel.

A German technologist, Reiser by name, was the first to point out that the strains produced in steel by hardening and deducible from the changes in volume of the metal, are the causes of the hardening, and Barnes and Strouhal proved that in hardened steel considerable differences both in volume and specific gravity existed between the strongly hardened outer layers and the less firmly hardened inner layers, and that the strains resulting were the causes of cracks in hardening.

Reiser made a number of experiments for the purpose of ascertaining the influence exerted by manganese and by silicon, and the changes in volumes during hardening. These led him to doubt the accuracy of the existence of pressure strains.

Two kinds of strains must exist; those which occur in steel of small cross-section that has been evenly hardened throughout; and those which occur in steel of larger cross-section, due to the unequal changes in volume of surface and the interior.

The first of these also occur in steels of large cross-section, and to the greatest exments conducted that they showed that steels of different chemical composition may be divided into two main groups as regards their behavior during the hardening process. (1) Those which become shorter, and (2) those which become either shorter or longer. These two groups are not separated from each other by any definite line of demarcation.

It is dependent on the chemical composition, and in the case of pure carbon steel, lies at about a percentage of 0.90 carbon. In the case of steels of the first group and those of the second, which become shorter when hardened, an increase in the thickness and width is always observed.

The larger cooling faces always assume a concave form. In the case of steel belonging to the second group which becomes longer when hardened, an increase in the thickness may occasionally be observed, but the larger cooling faces are never concave. They are, indeed, usually slightly convex. In a series of results made in connection with samples of crucible steel and with basic open hearth steel, the former became shorter and the latter longer after hardening,

The Retail Record.

Yarmouth, N. S.-Yarmouth Cycle Co. bought out B. C. Shaw & A. H. Miller.

Chicago, Ill.—Vim Co. bonght out C. H. Larson Cycle Co.
Kingston, Ont.—F. E. McEwen, 18 Mon-

treal street, succeed W. J. Moore.

INSURES GOOD REPAIRS

When Fixing Motors Surface Plates are Needed to Prove Accuracy.

While for ordinary bicycle repairing a shop could easily get along without a surface plate, when it comes to doing work on motors it will be found to be one of the handiest of tools. A surface plate may be used for a variety of purposes, and in making surfaces the work may be placed upon it or it may be placed upon the work.

A good example of the use of the surface plate is in laying out the lines and centres for machining such parts as motor cylinders, crank cases and gear boxes. Surface plates may be of any size from about 16 square inches up to 18 square feet. The latter is, of course, useless except for large engineering works, and the former is only useful for the surfacing of very small surfaces. For the bicycle shop a surface plate about twelve inches by eight is ample, and even smaller may be used with advantage on most of the jobs a repairer will want to do. It should be of great accuracy, as any faults it may have will be transmitted to the work being done and will cause trouble in subsequent fitting.

In making a surface plate the skill and patience of the mechanic is taxed to a greater extent than in almost any other fitting operation, and if a workman can turn out in decent time a good, true surface plate he may well be proud of his labor. The tools required for making a surface plate are not many.

In the first place a flat plate casting is needed. It should be about 1/2 inch thick and have three short legs, two at one end one at the opposite. It may seem a refinement to put only three legs on so small a plate. The use of three legs on surface plates is of course governed by the axiom of Euclid. which states that three points in space determines a plane, and is adopted in order to prevent any possibility of springing the plate and twisting it out of truth by laying it down on an uneven surface. With a small plate and of such a thickness as here outlined, there is, of course, no such need for the three leg design; but it is generally adopted, mainly because it allows of the plate standing steadier than is possible with a four-legged construction. The legs are simply small extensions, about 34 of an inch in length.

For those who would like to make the attempt the following directions will suffice: The casting being ready, the next operation is to machine it. If a planer is available it may be planed both along the top and along the edges. If no planer is at hand it may be surfaced in the lathe, being bolted to a face plate, and finally, if no lathe is available, it may be filed up by hand.

Supposing a lathe is used, care should be taken to see that the cross-slide of the lathe

is quite square with the lathe mandril, otherwise the plate when surfaced will be either convex or concove. Only a light cut should be taken over the plate, just to take the black out. Having surfaced the top of the plate the next operation is to square up the sides and ends. This is done in the vice with files, using large bastard files first and hand smooth files afterward.

A good square should be constantly put on the work to ensure that the sides are square with the top and the ends square with the sides, testing the straightness of the sides by means of a sraight edge. Having filed and planed the edges, it is necessary to finish the top. This is the most important part of the job, and it is here where the skill of the fitter comes in. The top should first be carefully filed, using a large smooth file, having its tang cranked so that the heel of the file can be pushed over the work. With this, only just the marks of the planer or the tool marks of the lathe tool should be taken out.

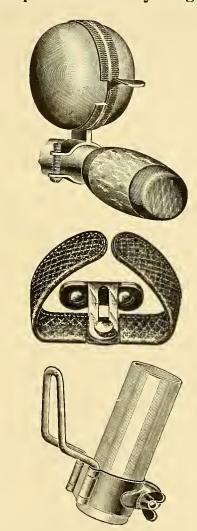
The next operation is to scrape the surface true. This can be done by reference to a pattern surface plate. A thin layer of red lead and oil—the lead being ground very fine—is smeared over the surface plate, and the plate being operated upon is placed face downward upon it and gently moved backward and forward and in a circular motion, so that the different parts of the plates come into contact with the finished plate. On taking it off the high marks will be clearly denoted by the absence of the red lead, and these high places are carefully scraped down with a scraper,

The surface is carefully wiped over to remove shavings and filings, and again applied to the finished plate. This is repeated, taking finer and finer cnts with the scraper until the whole of the surface comes in contact with the surface of the finished plate. The slower this is done the better will be the results. The hands should be kept off the plate during the process of scraping, and care should be taken that too much is not taken off. A hollow in a surface plate is as bad as a lump, and it means that the whole of the rest of the plate will have to be scraped down to its level. It will then be seen that the skill of the operator is displayed in judging how much not to scrape off and not how much to scrape off.

As a final trial of the plate, some very thin oil and lead should be carefully smeared over the trial plate, so that only just a thin film is left when the other plate should be carefully laid upon it and moved round once or twice. The result should be that the whole of the surface of the new plate is covered in a corresponding thinner layer of oil and lead. Many mechanics finish the plate off by some kind of fancy scraping all over the surface and leaving it in a kind of regular mottled surface with a fancy pattern. This may look nice and give some pleasure to the eye, but it does not add to the value of the plate as a tool of accuracy, and so can be dispensed with. Finally, a neatneat wooden cover should be made to fit tightly over the plate and come down well over the sides. This will prevent the surface from becoming damaged by tools or other things lying about upon the bench.

If it's a BEVIN it's all right—

whether it be bell, toe clip, lamp bracket or anything else



If you don't know it it's time to learn and we'll be pleased to supply the necessary information.

BEVIN BROS. MFG. COMPANY

EAST HAMPTON, CONN.

FOUNDED 1832

Tempering Cups and Cones.

In a recent talk among a number of men who had had considerable experience in small shop practices the question came up as to how best to temper forged steel cups or cones so as to be sure of their not cracking when cooled off, and at the same time be sure they are hard enough to wear well. It was the general opinion that the following were the best methods to carry out:

If it is a cone with a very thin nose, it should be slowly heated, and with care, in the fire in such a manner that the base of the cone receives the greatest heat and so as to not overheat the nose. This is often done in a mutile furnace with a red-hot firebrick bottom upon which the cones are placed. With a little care the same effect may be obtained by putting the cone base downward in the hot part of a blacksmith's fire, leaving it until a clear red shows. With a blazing hearth the coke is hardly long enough in its heat retaining to effect this without the blow pipe in use during the heating.

The cone is then plunged, base downward, into clean cold water. And in connection with this matter of clean water it developed that one of those in the discussion never had known that soapy water would not cool off heated steel.

Taking out the cone it is brightened with a piece of emery cloth and tempered as follows: A piece of flat wrought iron bar, about two inches wide by three-eighths of an inch thick, is heated to a bright red, and the hardener cone is laid upon this, base downward. The rise of the color is watched until a deep straw appears about the place where the balls run. To keep this color all through would make the cone brittle at the thin end of the nose, where it would be liable to crush, so this part should be let down in temper.

To do this a piece of rod, which will just enter the cone, is heated to a bright red and its end inserted about an eighth of an inch into the cone. When a deep purple color appears around the thin nose the cone is again quenched in water. The same procedure may be followed in the case of cups or other hardened parts, all those portions which are thin and have no wear, being thus let down in temper.

Sometimes it becomes necessary to return a cone, and it is particularly annoying to find after all the work has been done that the thing cracks in the hardening process. This annoyance can be avoided by adopting the following procedure: Heat the part to a blood red, with every care to have the color even, and then plunge into ice cold water, the clearer and purer the better, with a handful of salt, to a pail of water, in solution. If cracks appear the cone should be rejected without further thought. If the part comes through this dead hardening all right it will invariably stand the second hardening and tempering after remachining. To get rid of the dead hardening, the piece must be slowly cooled in ashes after reheating; some prefer plaster of paris for the slow cooling.

The Week's Patents.

711,462. Bicycle Support. Joseph G. Beale, Leechburg, Pa. Filed August 1, 1900. Serial No. 25,526. (No model.)

Claim—A bicycle support comprising an approximately U shaped frame having openings formed in its arms' free ends, a forwardly extending brace rod pivotally connected to each of the arms of said frame and a toggle connection between the said brace rods and the frame, said fram adapted to be journalled on the rear bicycle axle whereby it can be thrown up vertically into engagement with the bicycle frame when not in use, and when in lowered position contact with the floor at a point in the rear of the wheel, and the lower end of said brace rods adapted to contact the floor at a point substantially in vertical alignment with the rear axle of the bicycle, whereby forward as well as rearward movement of the bicycle is prevented.

711,717. Cycle Support. Robert F. Corneil, Philipsburg, Mont., assignor of one-fourth to John Charles McLeod, Philipsburg, Mont. Filed August 8, 1902. Serial No. 118,921. (No model.)

Claim—1. A support for cycles, comprising pivoted arms, a supporting wheel connected therewith, a spiral connected with the arms, and a lever with a lever head engaging the cam to turn said cam to elevate or lower the arms, substantially as and for the purpose set forth.

711,902. Carburetter for Explosive Engines. James B. Leppo and David M. Leppo, Mansfield, O., assignors of one-third to Thomas Hall, Mansfield, O. Filed August 13, 1901. Serial No. 71,915. (No model.)

Claim—1. A carburetter comprising a casing having a reservoir, a central stand pipe extending into the reservoir, the upper surface of the stand pipe being inclined, a cap on the casing, the cap having its inner surface inclined oppositely to the upper surface of the stand pipe, a ring having its upper and lower surfaces inclined toward the central pipe together with the ring forming a mixing chamber, substantially as described,

711,922. Support for Cycles. Robert F. Corneil, Philipsburg, Mont., assignor of one-fourth to John Charles McLeod, Phillipsburg, Mont. Filed May 19, 1902. Serial No. 108,099. (No model.)

Claim—1. A support for cycles comprising a suitable hanger, means for connecting the hanger with the frame of the cycle, means for raising the hanger and locking it in its raised position, racks provided with tubular arms, the hangers adjustably connected to the arms, supporting frames pivotally connected to the frame of the cycle, wheels adjustably connected to the supporting frame, pinions rigidly connected to the supporting frames and engaging the racks, substantially as and for the purpose specified.

711,245. Railway-Velocipede. Oliver J. Donovan, Three Rivers, Mich. Filed Feb. 11, 1902. Serial No. 93,523. (No model).

Claim.—1. In a railway-velocipede, the combination with the frame of a front wheel journaled in movable bearings, and automaticall operating means for turning said wheel to accommodate the latter to the curves and irregularities in the track.

"How to Drive a Motocycle." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York.

Causes of Puncture.

It is the driving friction, added to the extra weight, which makes the back tire more liable to puncture than the front. It will often happen that the tire of the front wheel passes over bits of glass or sharp flints, which seem to rise up, as it were, and go for the following wheel. Sometimes, in fact, they do actually rise, being displaced or tilted by the rolling motion of the front tire into a position which is so acute that it draws air from the rear one and picturesque language from the rider.

Yet, after allowing for exceptional accidents of this kind, it will be found that the real cause of the greater liability is the driving friction of the rear tire, which in taking the necessary grip of road to supply the power to the machine necessarily takes a strong grip of anything it may find on the road.

Then, too, there is a certain sawing motion, which, though imperceptible, is always present. Watch, for instance, the wheels of an automobile, and you will see it in exaggeration, and when one comes to think of it, there can be pressed a tolerably sharp knife against a rubber tire without damaging it. But directly a sawing motion is imparted to the knife, why, presto! it cuts; and if it be wet it cuts still easier.

Kelleher has a Money-Maker.

J. J. Kellcher, the veteran cycle agent of Salem, Mass., has discovered what he believes is a real money making side line for the winter months particularly. He believes it so firmly that he has become interested in the Ideal Mfg. Co., of Salem, aud now wants his fellow dealers throughout the country to share in the profits. The side line consists of the Ideal Natural Gas Generator, an ingenious and time tried kerosene burner suitable for stoves, ranges, hot water heaters, etc. It has many points of merit, so many that Kelleher affirms that it sells almost on sight. With the existing flurry in the coal market an article of the sort just now has particular claim to public attention, and can be made the most of. The Ideal people are appointing but one agent in a town, and, having a leaning toward cycle dealers, are prepared to offer terms designed to attract

Why Chain Breakage Have Lessened.

When fixed chain transmission was the only kind used it was not an infrequent happening that the chain would break because of a stick, or something getting between it and the sprocket. With the coming of the coaster brake these chain breakages disappeared because the choking of the chain by the stick allowed the rear wheel to overrun, immediately taking off the strain at the point of previous trouble.

No. 325 Not No. 125.

The new address of A. H. Funke, the well-known jobber, is 325 Broadway; a slip of the pen last week placed him at No. 125 on that street.

The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVI.

New York, U. S. A., Thursday, November 6, 1902.

No. 6

TO BECOME NATIONAL

New York Jobbers to Enlarge Scope of Their Association—Outsiders Invited in.

The effort to nationalize the New York State Association of Jobbers of Bicycle Supplies, which was first suggested at the annual meeting in September last, has already taken shape and is well under way.

Since the suggestion was first made public, so many requests for information and so many desires to co-operate reached the officers that it practically certain that the present effort, which takes the form of an invitation from President Long of the New York association, will result in the national organization aimed at.

Mr. Leng's invitation is a lengthy communication dealing with both the objects and accomplishments of the New York jobbers. It was mailed to some 50 or 60 concerns whose standing as jobbers is unquestioned and who are asked to name others in their vicinity whom they recognize as being in the same class; later the invitation will be extended to all those so recommended.

Mr. Leng suggests that if deemed advisable a special meeting will be held to formally organize the national association, and meanwhile gives assurance that all of the leading jobbing centers will be given representation on the Executive Committee of the New York body.

The movement will, of course, carry with it a change of name and the adoption of a shorter one, as an officer of the N. Y. A. J. B. S. laughingly admitted, the undue demands of the New York association on the alphabet being generally recognized.

Some of Mason's Beliefs.

Trumpets and printer's ink. These are what Elliott Mason, the veteran manager of the Columbia branch in Warren street, thinks are wanted now, and right along till spring. He says:

"Blow the bugle, blow it hard and spread plenty of printer's ink. That is what I say we should do right now. The situation demands it. The prospect is brighter than it has been for several years, and we are fools if we go to sleep in the face of it. By all means let us have a show if we can. With the affairs of the Λ . B. C. in their present state of disorganization, it is difficult to see how a show could be arranged, but it might be possible a little later to see the way clear."

Willis Wins First Round

E. J. Willis, of the Willis Park Row Bieycle Company, has won the first round of his suit against the Eclipse Manufacturing Company for \$10,000 damages. The proceedings grew out of the circular letter issued by the Eclipse people notifying the trade that Willis, having violated his agreement to respect the price of Morrow coaster brakes, could no longer obtain those articles.

The Eclipse Company filed a demurrer to Willis's complaint, alleging that the offence cited did not constitute a cause of action. Justice Scott, of the New York Supreme Court, held otherwise, ruling that "the charge made against the plaintiff was calculated to prejudice and injure him in his business," and ordered the case to trial by jury. The Eclipse Company, however, gave notice of an appeal from his decision which acts as a stay to jury proceedings.

Tucker Seeks New Site.

It is by no means certain that the plant of the Tucker Bieycle Wood Work Co., recently destroyed by fire, will be rebuilt at its old site, Urbana,, Ohio; indeed, the probabilities are against it. The Tucker people are understood to be casting about for a larger and more central location, with a particular leaning toward Dayton, Ohio.

Inner Tubes Up.

The suit of Morgan & Wright vs. the Pennsylvania Rubber Company, for alleged infringements of their patents covering the method of forming and joining the ends of inner tubes, is up for hearing in the United States' District Court at Chicago. There is a great array of legal talent on both sides.

Wilson now Manager.

J. C. Wilson, former secretary of the Harttord Rubber Works Company, has been appointed general business manager of the several tire plants included in the Rubber Goods Manufacturing Company. He will make his headquarters at Hartford.

BIG DEVELOPMENTS DUE

Sensational Occurences in Coaster-Brake Trade Afoot-Almost Ripe for Publicity.

Unless an unexpected hitch occurs, within a fortuight, probably sooner, there will be developments in the coaster brake circle that will cause the trade to gasp.

At this moment it is not possible to even hint at the nature of the developments, but, as stated, they have about reached a climax, and news of a definite character cannot be much longer withheld. The proceedings are of a magnitude and on a scale that seemed well nigh impossible.

Holmes has no Complaint.

A. J. Holmes, buyer for the big jobbing house of Farwell, Ozmun & Kirk, St. Paul, Minn., is now in the East making purchases. He states that the cycle trade in his territory has been excellent, the last year being one of the best his firm had ever enjoyed.

Will now Sell Tires.

F. E. ("Doe") Taylor, formerly with C. J. Iven & Co., has been added to the traveling staff of the Diamond Rubber Company. He will cover the territory contiguous to the factory at Akron, including, of course, Ohio and West Virginia.

Chinese Duty Fixed.

Under the provisions of the new Chinese tariff, as agreed to by the special commissioners of Germany, Great Britain, Japan and the United States, bicycles must pay a duty of \$3 each; bicycle material is taxed 5 per cent.

Fire Visits Harris.

Flames from an enamelling oven set fire to the shop and store of Bernard Harris at 213 South Maine street, Elmira, N. Y., on October 24. The damage was \$500, uninsured.

Smythe Damaged \$500 Worth.

The store of James M. Smythe at 328 Dorchester street, Montreal, Canada, was damaged by fire to the extent of \$500 on October 21.

CANADA'S BAD YEAR

No Dividends but Many Explanations—Reorganization Ahead—The Annual Report.

Across the border, the affairs of the Canadian trust—the Canada Cycle and Motor Co.—are not rosier than those of the American Bicycle Co, on this side of the line.

The Canada Co. held its annual meeting in Toronto Oct. 31, amid gloom that could be sliced with a knife. Last year the directors wiped out the reserve fund to force a dividend, and thereby planted the seed of much litigation that promptly followed. This year the reports and the meeting were conspicuous by the small reference to dividends.

"There was plenty of excitement, but the tact of the chairman in answering questions kept it well suppressed," says one story of the meeting.

Am inquisitive stockholder brought out that during the year 13,000 bicycles had been manufactured, and a business of \$1,300,000 transacted. Another brought out that the five factories constituting the trust had cost \$1,740,000, which to-day are valued at but \$347,000.

General amazement was expressed at the enormous shrinkage of the assets. The chairman said even men who were prepared for something of the kind in commercial ventures were surprised, and it all went to show how capital was absorbed by expenses, when a company organized to do business on a very large scale had only been able to do business on a very small scale.

After all had been said and done, however, the stockholders accepted the directors' report and re-elected them for another year. They are as follows: James N. Shenstone, J. W. Flavelle, E. B. Ryckman, Hon. George A. Cox, Hon. L. M. Jones, Warren Y. Soper and T. A. Russell.

The hope of the company appears to rest in reorganization and in the concentration of its entire force in the factory at Toronto Junction. All branch stores and foreign depots will be discontinued,

The basis of reorganization is thus outlined in the directors' report:

"The net result of the season's business has been a disappointment to the Board of Directors, and shows a heavy loss. Several causes have contributed to this result. A very heavy writing down of the stock carried was necessary in order to provide for depreclation in out-of-date and obsolete stock. The average price received per bicycle was lower, and a smaller number were gold. This diminished output necessarily in-

creased the cost of manufacture. Then, the company's sales have been reduced, its credit and standing at home and abroad prejudicially affected, and the difficulties of management increased by the litigation which has been brought against it and the directors by some of the shareholders.

"Although very considerable economies in the selling organization were effected, these failed to met the necessities arising from all the above causes, and the result of the season's business and of the writing down of stock shows a loss of \$136,921.68, with a further loss of \$22,138,97 on the realization of accounts carried over from previous years.

"The statement of assets and liabilities shows that the company possesses liquid assets in the form of eash in hand, accounts and bills receivable, stock on hand, and other liquid assets to the value of \$1,334,-498.96, against which a contingent account of \$95,000 has been established to cover possible losses on realization of accounts, and also the losses which will arise from the closing out of branch organizations and the consolidation of factory plants. This leaves the net amount of liquid assets at \$1,239,498.96, against which there are liabilities to the public of \$1,092,927.42 (since reduced to \$940,000), leaving a net surplus of \$146,571.54.

"In addition to this, the company owns real estate, buildings, and manufacturing plant, including machinery, tools, patent, patterns, trade marks, and designs. It is quite clear that there will have to be a reorganization of the company, with a substantial writing down of the assets on the one side and the capital on the other. It was the intention of the directors to have recommended some action of that nature at this meeting of the shareholders, but they are advised that any such action must be postponed until the present litigation before the courts is concluded. Moreover, when the result of the current year's operations is ascertained they will be in a better position to form an accurate opinion as to a proper basis of reorganization.

"Meanwhile the holders of \$2,850,000 of the common stock of the company have empowered the directors to state that as soon as legal difficulties are removed their common stock will be available for cancellation in any reorganization of the company.

"It has also been communicated to the directors that a number of the largest holders of the preference stock have transferred preference shares aggregating \$1,000,000 to a trustee, to be held upon the reorganization of the company for the benefit of other preference shareholders who have least been able to sustain the loss they have suffered through their investment in this company.

"The directors believe, with the great economies resulting from the concentration of all the manufacturing in one factory, and from the adoption of a much more economical sates organization, that a more satisfactory result may be hoped for in the future. The directors, however, feel obliged to state

that the policy of the company for the future must be directed towards a reduction of its liabilities, and that even under favorable trade conditions, no dividends can be paid in the immediate future."

Dealing with its sales department, the report thus summarizes the company's operations:

"The company's selling operations have been carried on in four separate branches: Canadian, European, Australasian, and miscellaneous foreign.

"1st. The Canadian business during the past year has not been encouraging. Sales have dropped off very considerably from even the low figure reached last year, and prices have averaged lower. While we have been unable to maintain fair prices on our standard high grade goods, the proportion of low grade bicycles demanded by the trade Las increased. The importation of a considerable number of cheap wheels from the United States has had the effect of curtailing our sales and reducing our prices.

"2d. The European business has proven a decided disappointment, and again shows a loss on the season's operations. Although the number of sales shows a fair increase, the extra special equipment required by the English trade, and the low prices prevailing, have prevented us from covering the cost of the goods and the outlay necessary in carrying on business so far away from home. The intention is to put the business on an entirely different basis.

"3d. In the Australasian business sales have increased satisfactorily, while prices remain practically the same as before. The Australasian business is done on such long credit that a larg portion of the company's capital is employed there.

"4th. Miscellaneous Foreign. This husiness has not reached targe proportions, comprising the sale of less than one thousand bicycles. Most of these go to Japan at very close prices, with a limited number to South Africa, India, etc. The business that has been done in this way has been safe and satisfactory."

The financial statement as at July 31 last was rendered as follows:

machinery, ilton factory 15,375 00 \$4,973,361 43 Cash on hand and in banks. \$69,693 01 Accounts and bills receivable\$601,814 09 Stock on hand: Bicycles, parts, raw material, sundry supplies and unsupplies and un-expired insurance 662,991 86 Less contingent account \$95,000 00 -\$1,169,805 95 -\$1,239,498 96 . 380,067 03 \$6,592,927 42 Liabilities. Accounts and bills payable..\$1,092,927 42 Capital stock, reference\$2,500,000 00 \$5,500,000 00

-\$6,502,927 42

"ASSOCIATION" NOMINATIONS

New Yorker Named for Presidency and "War to the Knife" his Avowed Policy.

When the Century Road Club of America threw overboard C. M. Fairchild by leaving him out entirely in making up the official ticket for 1903, it seemed as though the prospect for a reconciliation between the body named and the Century Road Club Association was brighter than ever. The thing needed next was for the association to nominate a ticket from the conservative element, so that the leaders among the seceders would favor amalgamation. This has not been done.

The cry now of the association is: "War to the knife!"

On Wednesday night at a stated meeting of the association the nominating committee reported the following ticket: For president, R. A. Van Dyke, New York; for first vice-president, Dr. L. C. Le Roy, New York; for second vice-president, H. S. Judd, Chicago; for corresponding secretary, W. H. Latham, New York; for recording secretary, H. S. R. Smith, New York; for treasurer, F. W. Eyre, New York. Directors—A. G. Matthias, of Minnesota; R. W. Wollenschlager, C. P. Staubach, John T. Wall, A. Pollaseck and John Cornish, of New York. The only road officer nominated was L. V. D. Hardenbergh for captain.

Mr. Van Dyke, the candidate for president, when interviewed by a Bicycling World man said that the attitude of the new administration toward the Americas would be uncompromising and that no olive branch would be extended. The only way consolidation could be effected, he said, would be for the Americas to knock at the door of the association, disband their own organization and join as individuals.

The association election will be held by a mail vote from November 22 to December 3. Mr. Van Dyke says there will be no opposition ticket in the field, although rumors of one being prepared had reached the Bicycling World.

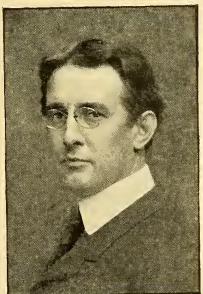
When the matter of the trophies which are being sought for by the Americas was brought up Mr. Van Dyke became evasive. He said that the trophies would not be surrendered but that he was not at the time prepared to explain why. There were excellent reasons, he said, and he thought the claim of the association would be sustained in court. Later he would make a statement of what the attitude of the association is concerning the prizes in dispute. When asked when they were taken from the club house of the association he answered: "I do not know. I have not seen them for some time."

In the story of the missing trophies that appeared in the Bicycling World last week, the types made it read that E. Lee Ferguson, the corresponding secretary of the association, had written to the lawyer of the Americas, saying that "there were properties helonging to the Century Road Club of America in the club house of the Century Road Club Association." The word "no" was omitted. The sentence should have read "there were no properties" etc.

More Presidencies for Parker.

In addition to being president of the Hartford Rubber Works Company, Lewis D. Parker is now president also of Morgan & Wright, Chicago, and of the G. & J. Tire Company, Indianapolis. He has been chosen for the respective offices by the directors of the Rubber Goods Manufacturing Company, among whose sub-companies are those placed under Mr. Parker's direction. The move is in line with the Rubber Goods policy of knitting their units closer together and centralizing authority and management.

That Mr. Parker should be selected as the



man to handle the reins is sufficient evidence of his ability and of the appreciation in which he is held by the astute financiers who dominate the situation. It is not often that such honors fall to so young a man, Mr. Parker being yet under 40. He has, however, long had the tire business at the tips of his fingers and been recognized as a man of force and character. He has been identified with the tire trade for the past twelve years, and it is to his foresight and policy that the Hartford Rubber Works Company occupies its present position. When Mr. Parker went with the Hartford Company there was considerable opposition manifested in the trade by manufacturers and jobbers, especially against the policy of the company in compelling the trade to go to Columbia branches to secure their tires, the company at that time being controlled by the Pope Manufacturing Company. Through Mr. Parker the entire marketing system was reorganized, branches established in various sections of the country, and it may be fairly stated that there is no tire company that has been so uniformly successful as the Hart-ford Company has been under his administration.

THE "GREATEST EVER"

Kings County Plans Embrace Projects that Stagger Belief—An Outline of Them.

Concerning the scheme for a great athletic club to take in all bicycle, automobile and jockey clubs as branches, that was outlined in the Bicycling World last week, H. B. Fullerton of the Long Island Railroad says:

"It's coming. We will have the greatest coliseum, olympian field and racing amphitheater the world has ever dreamed about. And right out on the Hempstead Plains. A ten mile rack for automobiles. A running track for horses with a one-mile straightaway on each side. A bicycle track. A cinder path. Football and baseball grounds, golf links and all the rest of it. It's bound to come, and the money is ready to do it all.

"It is a question of only a few years when all the race tracks in New York will have to go—Gravesend, Brighton, Sheepshead, Morris Park, Acqueduct, every one of them. And out on the grounds I have mentioned there is room for all of them. There is room for four or five one-mile tracks in a row, so that the thirty-day racing law need not bother.

"All the trotting tracks and other things could be absorbed in one big corporation, with the present institutions as branches, town houses and so on. Trusts are the order of the day. Why not an athletic and sporting trust?"

"You think the scheme too vast? It's a petty thing for New York. Why, Rome never was in it with New York. It did not compare in point of wealth or opportunity, and we can do here things that will make the whole world blink its eyes. We will do it. We've got the capital, the brains, the enterprise and the demand. The time is fast approaching, and you will wake up some day and find this stupendous dream a reality. I will not be in it then. I am only helping along now at the beginning. All I want is that shall be on Long Island. Things are not now in a shape definite enough to give out what has been done or is doing. That Kings Connty Wheelmen, Kings County Motor Cycle and Kings County Automobile Club formation is only one little move on the board, but you'll see the rest, all that I tell you and more, mark my words."

To Increase Price of Parts!

The Federal Mfg. Co., Cleveland, has invited all other makers of cycle parts to a conference in that city on Saturday next. Betterment of existing prices is understood to be the object in view.

Freeman Selling Yales.

Howard B. Freeman, the well-known racing man, has gone on the road for the Kirk Manufacturing Company.



ON EVERY BICYCLE WE MAKE.

THE NATIONAL AGENCY
ANYWHERE IN 1903
WILL BE WORTH MORE
THAN IT EVER HAS BEEN.

DO YOU WANT IT?

National Features make the National Different From Other Bicycles.

The most important part of a bicycle is the front tork, for the reason that breakage means injury to the rider—there is no escape. National forks never break. The fork sides themselves are made tapering in their thickness, giving the greatest strength at the point upon which the greatest strain comes. The tubes from which they are made have the same outside diameters throughout their length, but in thickness, vary from 18 to 20 gauge. After being drawn in this shape, they are put under a hammer and swaged down to an external taper, the small end being at the axle of the wheel. They are then bent to the requisite curve. As an additional safeguard, we braze into the small end of the fork a strip of steel, which makes a reinforcement which avoids the possibility of breakage of the fork tips. When placing our specifications for fork sides last year, the manufacturer asked us, "Why do you get so expensive a fork side? No one else does." The answer was easy: "Because we want them right." They cost more to be sure, but we can put them in a bicycle, feeling assured that the rider will not have an accident.

NATIONAL CYCLE MFG. CO., BAY CITY, MICH.

Safety, Speed and Comfort

CAN BE OBTAINED BY HAVING YOUR AUTOMOBILE EQUIPPED WITH

FISK TIRES.

FISK RUBBER COMPANY, - Chicopee Falls, Mass.

BRANCHES:

BOSTON, 604 Atlantic Ave. SYRACUSE,

423 So. Clinton St.

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Members of the trade are invited and are at all times relcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, NOVEMBER 6, 1902.

Less Work: More Pleasure.

Although occurring on the other side of the ocean, the tests of the Touring Club de Frauce designed to develop the bicycle or bicycles best adapted for touring, are not without interest on this side of the pond. Making due allowance for the gnat straining of the scientific gentlemen who served on the committee, their deductions, a full digest of which is printed on another page, afford much food for reflection.

The mission of these tests: "To evolve a type of bicycle that will diminish the fatigue and offer every security and convenience to the cyclist and that will economize his forces," strikes to the very root of cycling, and if the desire exists that the bicycle ever again be more than a mere vehicle of utility, the case as epitomed by the French Touring Club must be given serious discussion and heed, and nowhere would such consideration serve better purposes than here. In no other country apparently have profits become more precarious and enthusiasm sunk so

low, the former condition doubtless being due not a little to the latter.

As an economical and ever ready vehicle to convey the boy to school or the man to work, the bicycle probably will forever remain without a peer, and if manufacturers are content that it shall remain in this category of humdrum and of limited scope and unlimited durability, nothing more need be said nor thought be given the sub-

If, however, it is to be lifted out of this prosaic rut, it is necessary that more than a nut or name plate be altered to awaken new interest or renew interest that once existed.

Passing over the relatively few "century fields" and hardy "pluggers," if we turn to the tens of thousands who once rode and the as numerous tens of thousands who, still retaining their bicycles of uncertain age, ride semi-occasionally, what do we find to be the most general indictment of cycling?

"Too much like work."

This is but the Americanism for the conditions which gave rise to the French tests to which we refer. The plaint is universal, and in France, in England, in Germany -everywhere apparently except in these United States-is there a disposition to heed it and to "diminish the fatigue and economize the forces" of the cyclist and thus retain present interest and arouse that which

After the first flush of enthusiasm and novelty has worn off, the fact that cycling entails manual labor forces itself home. It is the exception, unfortunately, and not the rule, when heat, hills and head winds do not cause discomfort and too much of it. The fact is as plain as a pikestaff, but while dissatisfied with their portions American manufacturers have give it small heed.

It is the abundant testimony of the makers of coaster brakes that those labor saving and rleasure promoting devices would have attained not even a degree of popularity had their sponsors awaited the welcome and support of bicycle manufacturers; the coaster brake people were literally forced to appeal to the rider and dealer direct for their success; they owe little to the bicycle makers themselves.

It is the same with variable gears. They make for less work and more pleasure. We have urged them for no other than that very apparent reason, but where in America is there more than a shadow of evidence of the coming of anything of the sort? In every other country on the globe the seed is being

sown and fruit is already being garnered. but here the field is absolutely untilled. The references we have printed to foreign gears of the sort have brought us inquiries from a dozen different foreign countries for the addresses of their makers, coupled with assurances of interest in and demand for such devices. At this moment even there has come to hand such an inquiry from a large Dutch purchaser of and believer in American goods. He desires American variable gears. We must refer him elsewhere, not because we so desire, but because we must.

It was because of the "too much like work" plaint that we welcomed and advocated the motor bicycle. But with rare exceptions, how many American makers with established plants and reputations and selling organizatious have taken it to themselves? While abroad practically every maker of note has considered it worthy of his attention and support and is contributing to its perfection, our manufacturers have heard or learned that motor bicycles entail "a lot of trouble and expense," and perforce they leave it to its fate and to the ministrations of those whose resources, again generally speaking, are limited or inadequate, and the while those who scorn or scoff or hold aloof remain dissatisfied with their lots and wonder that the tide turns not.

The American trade is lacking in enthusiasm, in aggressiveness, in spirit-in the nothing venture nothing gain spirit. It seems blind solely because it will not see. It has seen itself toppled from first place to third in the matter of exports. It has seen the trade of other countries netting good profits. It has seen these trades welcome and sees it aiding those things that "lessen the fatigue and economize the forces of the cyclist," but it makes no move, or only mincing moves, to profit by the lessons taught or to be learned.

It may be said that the "burnt child dreads the fire." But fire did not burn the American cycle manufacturer. It was not the new things that he added to or put into his bicycle that caused his discomfiture. When that policy ruled interest was keen and profits good. It was a too sudden public realization that cycling was "too much like work" that was his undoing, and he is doing nothing and welcoming nothing that will eradicate or lessen the force of the belief.

Will he ever do so or will he forever rest content that the bicycle be considered mercly an errand carrier and a means of saving carfare?

About Gas Lamps.

Westward the course of acetylene has made its way, but the effete East again is unprogressive. Why are eastern riders so backward in the use of gas lamps? In the West they are in universal use, but throughout the middle Atlantic and New England States one-half or more of the riders cling to the old oil and wick contrivances such as their grandfathers used to find a barn door with at night fifty years ago.

This is shown by trade statistics; but what excuse can there be for it? Are riders in the East less intelligent, or the dealers less aggressive, than those in the West, unable to manage the acetylene lamp, or afraid of it? It looks like it.

Now that gas lamps are about as cheap as oil lamps, it is inconceivable why a sensible man or woman should be content with the light like that of a glow worm on the front of a bicycle instead of a broad, bright, modern glare.

The light of a gas lamp is a protection to the person who uses it and to all others on the highway at the same time. It shows the road to the rider and enables him or her to avoid what might be dangerous obstacles or holes, whereas the oil lamp is only a signal and a very poor one at that. The gas lamp is a protection to others than the rider, because it throws a field of light so broad that cyclists approaching from behind can see it, which is not true of an oil lamp.

In view of this, it is not only a comfort for oneself, but an obligation to others to use a gas lamp. Riders should feel in duty bound to "let their light so shine" that others might see it when approaching from the rear, and dealers should make it their duty to convince them of the fact. The oil lamp as an illuminator is a delusion.

The Dealer's False Attitude.

It becomes plainer every year that the low prices tide has run its course, and that a steady, even although slight, appreciation in values is taking place.

Go where you will and will hear the same story—that buyers place more and more faith in the higher grade machines and that it becomes easier to turn buyers' thought in the desired direction than would have been thought possible a year or two ago.

It is realized by nearly all makers that there is no longer any money in the cheapest machines. Competition has brought prices down to a figure where even enormous quantities do not suffice to make the balance on the profit side of the ledger a large one. Taken in connection with the risk, most concerns have come to the conclusion that the game is not worth the candle.

But this circumstance would not of itself put an end to, or even greatly lessen, the business in cheap machines,

It needs the companion movement, the lessened demand for them, coupled with an increased demand for the better class machines, to bring about the change.

It is so easy to get into a rut and so hard to get out of it that it took some time for the change to come about. Once started in the way of selling the cheap stuff, the average dealer could with difficulty be persuaded that he could sell anything else. Therefore, it took longer to make the change than it should have done.

But now that it has been made the law of averages and of ruts, if the expression may be coined, makes it certain that the tide will continue to rise. Once convinced that he can sell good wheels, the dealer will take heart, and from being a confirmed pessimist change of heart.

A Welcome Change.

When we reflect upon the comparatively small number of serious breakages that happen nowadays we cannot but feel gratification, if not surprise.

Time was, and we nearly all remember it, when they were or ordinary occurrence. Frames, forks, handle bars, cranks, pedals, chains, spokes, rims—all were apt to give trouble, and no rider was able to tell when his turn was coming. If he escaped for any length of time he considered himself lucky, while if it were otherwise he viewed the matter philosophically, and after the first irritation had passed dismissed it from his mind.

It is, of course, only natural that a marked improvement should in time take place.

It would be surprising if years of experience with the same type of machine should not result in the correction of faults and errors, the strengthening of weak points and the further improvement of strong ones. To merely stand still would be to argue something radically wrong in the trade, the presence of some insidious disease that foreboded ill.

But nothing of the kind has taken place. The old causes of complaint have been removed in large part, while new ones have failed to develop.

Machines remain the same in weight, yet

have been refined by the addition of devices that materially improve them; and as these features must weigh something it necessarily follows that there has been a saving of weight somewhere to account for the non-increase in the gross weight. This being so, the problem of strengthening the machine as a whole was rendered more difficult than ever.

It will scarcely be disputed, however, that difficult as it was, the problem has been pretty well solved.

The crop of accidents that used to mark the beginning of each season and to follow it until it was very well advanced is now conspicuous by its absence. New machines stand up better than they ever did, and even among the old ones the list of casualties is shrinking. The claims under guarantees are no longer large, and the friction between rider and dealer, and dealer and maker, is much less than formerly.

Fencing a Landmark.

There is something going on in Brooklyn which, when it is generally known, will arouse the ire of all those who frequent the Coney Island cycle paths—and there are thousands of them—against Park Commissioner Young. Prospect Park is being improved exteriorly by the erection of a new iron fence all about it. It is the present plan to continue this fence on the Fort Hamilton avenue side all the way down to the little granite corner house, so as to fence in what is popularly known as The Rest.

This place has been a bicycling landmark for years, and is dear to the hearts of a multitude of riders who come from New York, as well as from Brooklyn. It is located at a place which is a natural breathing spot. It is just where riders have always been in the habit of dismounting for a rest after the trip through or around the park before beginning the ride down the cycle path. It was because cyclists were so much in the habit of stopping there and because the little stone shelter that suggests a Grecian temple was not ample enough to accommodate them that the then Park Commissioner established the Rest by placing benches and cycle racks there.

To abolish this place would be to destroy one of the best patronized and most serviceable accommodations of the park.

Here is a chance for the Associated Cycling Clubs to act. Stay the hand of Fence Builder Yonng and preserve one of the most valuable attractions of Prospect Park.

BICYCLES FOR TOURING

Elaborate and Interesting Tests Designed to Evolve Them—The Committee's Report.

Paris, Oct. 24.—The report of the committee which conducted the recent tests promoted by the Touring Club de France on a long and very trying mountainous course in the south of France has finally been made public, and proves full of interest. The committee comprised Professor P. Appel, Professor G. Koenigs, M. G. Forestier, General Inspector of Roads and Bridges; Commandant Ferrus, Captain Perrache and Professor Carlo Bourlet.

In the tests of last year it will be remembered that the committee aimed at selecting a suitable type of "mountain bicycle," when they astonished makers and cyclists alike by condemning the most popular forms of coaster brakes. It is true they were looking out for a "mountain bicycle" of a type of which not one in a thousand cyclists has any special need. Moreover, the coaster brake has continued to stand forth as one of the biggest and most valuable improvements in cycling mechanism, despite the skeptical conclusions of the learned professors who formed the committee.

On the present occasion the object of the tests was to discover the best type of touring machine. While the use of the bicycle has enormously increased during the last few years, it cannot be overlooked that in this country, at least, and probably also in others, the practice of touring has not grown to the same extent, and may indeed be said to have greatly lost in popularity. The fatigue of riding long distances when the cyclist is not fit is undoubtedly mainly responsible for this state of things. The Touring Club have therefore aimed at evolving a type of machine which will diminish the fatigue and offer every convenience and security to the cyclist, in the hope that by enabling makers to turn out bicycles that will economize the forces of the rider they will once more revive an interest in touring.

The points presented to manufacturers as fulfilling the necessary conditions were as follows: Safety and less fatigue down hill; moderate efforts on the up grades; comfortable and durable tires, easily inflated and repaired; simple and quick adjustment of parts; the fixing of packages on different parts of the frame without being interfered with by brakes, levers, etc.; facility for getting any required gear without interfering with the practical character of the machine; easy lubrication; few tools, but sufficient for all purposes; reasonable weight of machine, The committee regret that out of the twentyfour makers presenting forty-eight machines very few made any attempt at fulfilling all these conditions. They seem to have been a little too sanguine.

In the way of variable speed gears the committee are of the opinion that makers

have usually not the experience necessary to guide them in the selection of gears, the general defect being that the lowest gear is much too high, and this is one of the reasons why so many riders had to walk such long distances on the up grades. The judges seek to prove their case by stating that the professional Fischer, on a light bicycle with one low gear, after doing a wonderful performance from Tarbes to Luz, where the road grades up all the way, had to walk a kilometre up the Tourmalet mountain on the second stage, while a lady rode a heavier machine the whole way with three changes of speed. The comparison is scarcely a fair one without taking into account the times, for it may be supposed that the speed at which Fischer rode on the first stage is the reason why he failed to take one of the steep hills. Even this, however, still leaves an argument in favor of variable gears.

The French professors are decidedly revo-



NEW YORK BRANCH! 214-216 WEST 47TH STREET.

lutionary in cycle mechanics. They have something to say about the frames, which they think are more conventional than rational, and the "unwarranted custom" of having horizontal upper tubes has the result of making the head tubes in small frames inconveniently short. The forks should also be larger, to allow of plenty of clearance for the tires, so that the tourist may not find himself limited to the necessity of having light tires on his machine. There should also be sufficient distance between the front hub and the crank hanger, to prevent any possibility of the foot touching the tire or mudguard when turning. Out of forty-seven bicycles examined twenty-three were found defective in this respect. The point is important, say the judges, because the tourist should always be able to affix ample mudguards.

Variable speed gears next receive attention, and are divided into two classes—one in which there are two chains or bevelled gears, and the other in which the gears are changed by a special mechanism on the satellite or similar principle. For convenience these are

described as "juxtaposed" gears and "superposed" gears, respectively. Of the former there were six systems competing on nine machines. Of the superposed type there were seven systems on twenty-three machines, four in the hub and three in the crank hanger. The Hub two speed gear was adapted to twelve bicycles presented by Clement. Gladiator, Simpson and La Française. The others were the Terrot, Peugeot and W. F. W., in the hub, and the Variand, Lancelot and Lecarme et Michel, in the crank hanger. The "juxtaposed" gears are regarded by the judges to have a great advantage in simplicity, besides being easily adapted to any machine, and the strength and durability of the chains or bevelled pinions are of course beyond all question. The weight of the additional chain and piuions is not of much importance on touring machines, but a difficulty lies in an unequal stretching of the chains. This is overcome by one manufacturer by making the longer chain in two parts, of which one has the same number of links as the shorter chain, so that they may be changed when desired. The "superposed" type has the advantage of neatness and compactness and of running in an oil bath, but, say the professors, it has the drawback of complication, so that the cyclist is unable to take it to pieces for repairs unless he is well acquainted with the mechanism, Nevertheless, they admit that in properly made gears the risk of derangement is very small. Again, it has the inconvenience of not giving a sufficiently big ratio between the two gears. If the low gear is good for steep hills the high gear is quite insufficient for the level, and if a high gear is used the low one is unsuitable for gradients. In none of the satellite gears was the ratio more than 72 and 46. It is advisable to give a practical ratio of gear, if only to compensate for the power absorbed by the extra mechanism, which varies from 1.5 per cent in the hub two speed gear to 3 per cent in the Variand hanger gear.

Bicycles with three and more changes of speed were presented by G. Richard, Terrot and De Vivie. The Richard has the Variand hanger two speed gear, as well as a second chain giving a third speed, but this combination did not satisfy the judges, who found that it presented all the disadvautages of the "juxtaposed" and "superposed" types. The De Vivie bicycle has three pairs of pinions and one chain, with an easily disconnected link, so that it may be placed on one or the other pinious, as required. This pottering about with the chain is of course quite impracticable, and the judges recognize that its only merit is to show the advantages of variable gearing. The chain and multiple sprockets must give way to gears which can be instantaneously changed while riding. Terrot, of Dijon, was regarded as having solved the problem in the most practical manner by using two chains and four sprockets. Before starting out for his ride the cyclist selects the two gears which are likely to be the most suitable, and is able to change them as required. It will be seen that the

judges have not committed themselves to one or the other type of gear, but have awarded a gold medal to Terrot because his four speed gear is at present the simplest and most practical for the tourist. The only objection they can raise against the hub gear is that the ratio is not sufficiently high. This, however, is a matter of personal convenience, and the learned professors can hardly expect to lay down the law for the general guidance of cyclists. Though the judges have given the highest award for the double chain, this is not likely to popularize a system which is bound to be ousted off the market by the hub gear.

Among coaster brakes the judges have found that the ratchet type was alone efficient in the tests, and all the roller and other systems failed to go through the ordeal. The committee, however, regret that makers have not profited from the experience of the previous tests to alter the section of rims to permit of larger tires being used as well as of securing a better contact for the rim brakes, and makers have also neglected to interpose a non-conducting material between the rim and the tire so as to avoid any deterioration of the rubber from the heat while coasting down long gradients. The only means of diminishing the risk of punctures is to employ thick air tubes, but as a puncture proof tire cannot be made without sacrificing resiliency, the judges think that special attention should be given to facilities for removing the tires. All the bicycles had two rim brakes, and the judges have done little more than repeat their recommendations of last year. The front brake is an emergency brake, which is used for stopping the bicycle in the shortest possible distance, and the rear brake, having a progressive action, is chiefly used for coasting, and some makers fix it at any pressure for riding down long grades by means of a lever notching into a toothed sector. We may add that rim brakes are being universally adopted over here, except, of course, in the case of free wheels with internal brakes, and even with these machines a strong effort is being made to induce cyclists to have a rim brake on the front wheel. This is a point that American firms cannot afford to overlook.

It is significant that many American structural features are commended by the learned professors as if they were novelties. Thus one maker is favorably noted for his haugers and fork crowns stamped out of sheet steel, and another for his adjustable haudle bars, while the Manufacture d'Armes de Saint-Etieune had a pedal to which any width could be given.

About a year ago Captain Perrache gave a great deal of prominence to a new type of machine with which gradients are mounted by back pedalling, this being done by means of a secondary pinion which reduces the gear at the same time that a much greater power is exerted on the pedals. Theoretically this would seem to be a decided advantage, because in back pedalling the

whole weight of the rider is on the pedals, and, moreover, the dead centre is overcome by the fact that the down pedal is pushed beyond the vertical line through the axis of the hauger at the moment the weight of the body is exerted on the up pedal. It is also claimed that back pedalling brings into play the stronger muscles of the thighs, and that steep gradients can be mounted without any difficulty. It is apparently not easy at first to ride bicycles in this way, but during the tests a rider who had only been using a bicycle of this type for six weeks climbed the Tourmalet Mountain without stopping, and altogether the results showed that the system is at least worthy of careful experiment. As four back pedalling machines were entered it is evident that French makers are beginning to give some attention to this type of bicycle.

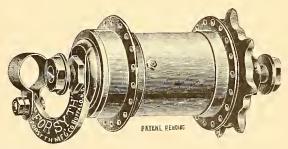
Springlike November.

"Did you ever see such weather in November?" exclaimed a well-known Brooklyn dealer, as he saw the Bicycling World man approach. "It is absolutely flawless. No one could ask for anything more ideal.

"And to see the way it is bringing the riders out is amazing," he went on. "I never knew anything like it except on a fine day in early spring. They have been pouring in here in one steady stream all day, each one wanting his little job done right off. It has kept us on the jump, I can tell you," and he turned to answer the inquiry of another customer.

FEW MANUFACTURERS CHANGE

an article when it is giving satisfaction. Change for the sake of change is no longer the rule.



The Forsyth of 1902 The Forsyth of 1903 ARE IDENTICAL.

We knew it had given general satisfaction but we honestly tried to discover if improvement was possible. We failed and we therefore again offer the same coaster brake, unchanged in any detail, and offer that as the best reason why it should commend itself to all who seek a time tried and reliable article.

PRICES AND PARTICULARS ON REQUEST.

FORSYTH MANUFACTURING COMPANY, Buffalo, N. Y.

FIRST FOR MOTOCYCLES

Century Run That Developed Weak Spots and Proved Utility of Trailers.

They had drifted to the days of auld lang syne, and soon dropped into reminiscences. Some one mentioned the Star, and a former knight of the levers straightway began to sing its praises.

"You must admit, however," put in a former strenuous advocate of the 'ordinary,' "that while it was all right on a very steep or rough hill it was just the reverse on a long, smooth one without much rise to it. I remember that we wanted nothing better than to catch one of you fellows on such a hill, and then, plunge as you might on the levers, we had no trouble in running away from you."

"Well, that beats me," returned the Star man. "I never saw any such going on. There wasn't a man on an 'ordinary' that could run away from me up any kind of a hill. In fact, that was just where I wanted to get my mau, and it did not take him long to know it. If you ran away from Star riders up hill they must have been of the 'lobster' variety.'

"Maybe they were and maybe not," returned his antagonist. "But that brings up another fact; that is, that while about one out of ten Star riders were 'crackerjacks' the other nine were generally 'lobsetrs.'

"We used to say that Star riders were born, not made. There was no finer sight than a good Star rider. He was a hard one to beat anywhere. When they came to try it themselves they found out their mistake. But they were usually spoiled for 'ordinary' riders, and so they remained to east discredit on the machine they rode."

Matthews's Fittings for 1903.

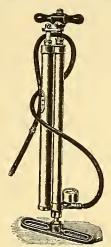
Some commendable features in head pieces, clips, ball cases, lugs, crowns and rear fork ends are to be found in the comprehensive line of forged and stamped parts being turned out for 1903 by the always dependable H. A. Matthews Manufacturing Company, of Seymour, Conn.

There is now nothing in the line of frames and frame parts that this concern does not make, and the known high quality of its products gives it an ever widening field of patronage. The company has just issued its catalogue No. 3, with two supplements, and together they present a line that cannot fail to interest every manufacturer, big and little. A one-piece crown, a new adjustable headpiece, a special crank hanger and several varieties of ball cases for front and rear hubs and crank hangers are among the additions to its list.

"Inclosed is check for the renewal of my subscription. I can assure you that it is a pleasure to receive the Bicycling World each week."—(H. A. Testard, New Orleans, La.

Here's a Powerful Pump.

A newly patented pump for pneumatic tires that seems to promise relief in cases where a foot pump is necessary is an English invention, but patented in the Uniteá States as well as Great Britain, and which is due to make its appearance in this country; it is shown by the accompanying illustration. It goes a step beyond the doubleaction pump, and, as its name implies, is a compound article. It has two cylinders or barrels, one an inch and a quarter in diameter and the other two inches. Both barrels are nineteen inches long and the total length of the pump, including a double



handle and a double foot rest, is twenty-three inches.

On the up stroke air is compressed from the larger cylinder into the smaller and the down stroke forces this compressed air from the smaller barrel into the tire, where it expands. One who has tried it says that an entirely flat tire can be inflated with three strokes. The pumps are made for motor vehicle tires as well as for bicycles by Hattersley & Davidson, Sheffield, England, and the manufacturers warn those using that that old and weak tires will be quickly burst unless care is used with this pump, so quickly does it furnish high pressure.

Alex. Schwalbach, of 473 Flatbush avenue, Brooklyn, has acquired the American rights and is the sole agent for the United States.

To Reduce Belt Troubles.

Of the troubles to which motor bicycles are heir, belt slippings and belt breakages are conspicuous in the category. That one so zealously interested in motocycle advancement as E. H. Corson, manager of the Automobile and Motor Cycle Co., Boston, should seek to less the evil is a mere matter of course. Corson applied himself to the task with characteristic energy, and the result is the "Kantstretch" belt and "Holmefast" belt dressing, both of his origination. The belt is one that Corson affirms will make happy an motocyclist who has suffered from belt troubles, and his facilities are such that he will make them to order to fit any pulley. The "Kantstretch" has already so deeply impressed two manufacturers of motor bicycles that it is likely they will adopt it as their 1903 equipment.

PASSING OF BARGAINS

Buyers Find it Hard to Appreciate New Conditions—Demand for Second-hands.

"It is peculiar that a condition which is making matters difficult for us just now is precisely what we are chiefly counting on to make business good next year," said a down town retailer the other day. "This is the fact that old stocks, both new and secondhand, are well cleaned up." He continued:

"Because of this there never was a fall when the outlook for the coming season was brighter. On the other hand, there is not a day but what I am called upon for some of the second-hand and old wheels of last year and other years such as I was selling at low prices in the spring. When I tell the people that there are no more to be had it is a hard job to sell them anything else. They want something at a very small price and do not realize that the time had to come when the old stock would be exhausted. I mean the genuine great bargains that were thrown on the market by the closing up of several factories, strictly high-grade wheels that were sold as cheaply as job lot trash. It will take some time perhaps for the knowing riders who want strictly first-class bicycles to realize that they can't get them at half rates any longer, but when they do appreciate it business will be more like it was in the old days. The demand for the bargains I had really bothers me now, for I can hardly offer a 1902 model as a substitute, but I am content, because I know that the demand exists for top-notch wheels and that there will be plenty of business in the spring."

Rims That Cause Tire Trouble.

"Time and again during the past two years I have noticed how numerous are rim chafed tires," writes G. N. Rogers, the veteran Schenectady dealer, "the principal cause being the insufficient depth to the him.

"When we used 1% and 2 inch ures there was so much stock in the rims that the size of the valve hole made little difference.

"But this and last season, with the call for tires from 1½ to 1½ inches, and a rim to correspond, the tire men have left the valve stems the same size, and the rim makers have brought out a rim with depth in proportion to circle. The outcome is that the rim flattens between spokes on each side of valve hole; the tire draws away and chafes.

"Fully twenty per cent. of tires changed we find chafed more or less, and most of the valve holes are almost oval.

"The only remedy I can suggest is to increase the depth of the rim at least ¼ or 5-32 of an inch, to strengthen the rim at its now weakest part."

"The A. B. C. of Electricity" will aid you in understanding many things about motor bicycles that may now seem hard of understanding. Price 50 cents, The Goodman Co., 154 Nassau street, New York.

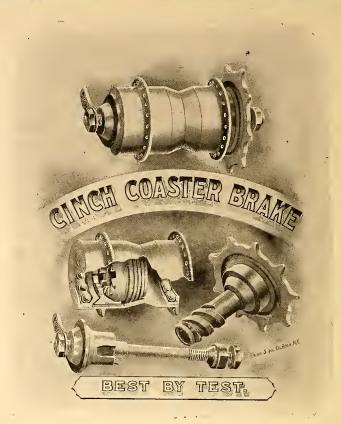
1903 ~ Samples Ready

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RIGGS-SPENCER COMPANY

MANUFACTURERS

Rochester, N. Y., U.S. A.



H. P. WELLS,

Light Running Carriages.

Amesbury, Mass., Oct. 10, 1902.

THE H. A. MATTHEWS MFG. COMPANY,

Gentlemen:—I have given your cones rather a severe test by using them on a steel tire wagon, and they proved all right. Please send me, etc.

Yours truly, H. P. WELLS.

We make Cups and Cones, Connections, Head Sets; in fact, most everything just as good as the cones.

SEND FOR CATALOGUE.

THE H. A. MATTHEWS MFG. COMPANY,

SEYMOUR, CONNECTICUT, U.S.A.

" The King's Highway."

TO THE GATEWAYS OF COMMERCE THROUGH THE CENTERS OF POPULATION,

adding greatly to the interest of your journey, without increasing its expense beyond what you would expect to pay for the "best," which you secure if you travel by the

NEW YORK CENTRAL LINES.

A copy of "Four-Track Series" No. 13, "Urban Population in 1900," will be sent free, on receipt of a two-cent stamp, by George H. Daniels, General Passenger Agent, New York Central & Hudson River R. R., Grand Central Station, New York.

JAPAN THE BRIGHT SPOT

September Proves Anew That Country's Regard for American Bicycles.

September, like August, proved auspicious in the matter of cycle exports, developing an increase of some \$37,000 over September of last year, and again Japan proved the biggest buyer; the Flowery Empire increased its purchases more than threefold. Africa is the other most conspicuous country on the right side. France, "other Europe," Australia, Mexico and British North America were also in the column of gains which were not, however, particularly large.

In the table of losses England is most prominent. Only in the Netherlands, China and the East Indies were there other material decreases.

The record for the nine months shows some satisfactory strides and an increased total, which makes it appear that Japan is not unlikely to prove our best customer tefore the year closes.

The record in detail follows:

Where Care Counts.

With regard to the breaking of front forks or other parts of a bicycle, William E. Fontaine, secretary and treasurer of the Alpha Motor Cycle Club, of Brooklyn, last week remarked to a Bicycling World man:

"Unless there is a hidden flaw inside the metal of a machine which cannot be detected by sounding it or by putting a strain on it, I think a rider is himself to blame when his machine breaks on a smooth road without having hit any obstruction. There are few flaws than cannot be detected by a thorough examination. When I got my motor bicycle I took out the forks and jumped on them. A good repair man and myself then went over every part of the frame and the wheels and tested all by sounding the tubing, bouncing on different places, pulling and so on. And there is not a time when I go out now that my machine is not gone over thoroughly before I start. I try every part, or my repair man does, to see if any crack has developed or any brazing has loosened. The wheels and handlebars are tested and every nut is tried. Careful riders did this with the common bicycle years ago. There is more reason for doing it with a motor bicycle.

NOT ALL DEAD YET

An Instance Proving That Riders who Know What They Want Still Exist.

In these days of many slipshod and ignorant riders it was a goodly thing to watch and listen to a man worth millions who went into a store to buy a bicycle the other day. It made plain the fact that stylish, sensible and mechanically well informed riders are yet to be found. This man knew what he wanted, why he wanted it and how to order

When he walked in the door he took off his coat and laid it down. It was plain that he meant business. He was a tall man, about six foot one inch in height, with legs and arms of proportionate length. He plunged right into his subject, saying:

"Now, I want a new twenty-six-inch bicycle, but I don't want it the way you build them. The trouble is when you carry out the lines of your wheel as they are up to twentysix inches height and retain wheels of twenty-eight inches diameter, you cramp the space between the saddle and the handlebars, because of the head having a greater rake backward than the diagonal tube. If you carried both of them on their individual angles up far enough they would meet. This is all wrong, because a man who wants a twenty-six-inch frame usually has long arms and he doesn't want to be cramped up with his arms akimbo. A twenty-six-inch frame requires a longer wheel base than one of twenty-two or twenty-four inches.

"I want you to build me one and change the rake of the strut, give me a longer wheel base and put in thirty-inch wheels."

The knowing customer then went on to specify the details in inches and to nominate the accessories be wanted. In almost every particular of tires, saddles and handlebars he had some idea of his own that he wanted carried out. In spite of this he was a good customer to wait on, according to the manager, more especially as he was willing to pay for all the trouble.

Mc Callister to his Son.

William McCallister, president of the Baltimore Motorcycle Club, started last Sunday for a trip on his motor bicycle from Baltimore to Philadelphia by way of York, Pa. His son in Baltimore received from him on election day the following letter, sent from Lancaster:

"Arrived in good shape at 5 p. m. to-day. Left Druid Hill Park at 10 a. m., so you see I have ridden 100 miles in seven hours. My riding time was as follows: Arrived at Westminster at 11.35; Hanover, Pa., 1 p. m.; took one hour for dnner and left Hanover at 2 p. m.; arrived at Columbia, Pa., at 4 p. m., and Lancaster at 5 p. m. My actual riding time was six hours. Had the best of luck-not an accident, and only one stop of a few seconds by reason of the contact screw working loose. I am now 68 miles from Philadelphia, and will pass through Parksburg, Dowington and Paoli. The roads are in very best of condition.

		tember—	Nine months	ending S	eptember-
	1901	1902	1900	1901	1902
Exports to—	Values.	Values.	Values.	Values.	Values.
United Kingdom	29,462	18,315	393,104	412,831	344,488
Belgium*	1,120	1,244		27,647	40,580
France	4,993	7,737	174,391	175,677	161,163
Germany	5,577	3,739	315,710	175,933	237,045
Italy*	1,406	1,243		40,858	56,710
Netherlands*	9,256	1,511	1.	125,587	123,458
Other Europe	5,635	8,911	585,582	243.429	257,926
British North America	6,634	7,776	345,350	276,027	152.939
Cen. Am. States, Br. Honduras.	508	91	1,600	4,242	2,224
Mexico	1,144	2,349	11.516	17,780	20,667
Cuba	1,345	146	63,898	9.588	9,536
Porto Rico†		- 110	1.461	0,000	, , , , , , , , , , , , , , , , , , , ,
Other W. Indies and Bermuda.	3,210	2,748	35,907	38,857	37,655
Argentina	218	695	68,297	4.980	6,384
Brazil	618	1.012	15,392	5,046	5,058
Colombia	70	5	3,421	645	745
Venezuela‡	52	43	1 1	1,358	352
Other South American	2,464	1,388	32,967	21,263	15,171
Chinese Empire	3,462	640	17,966	46,293	23,628
British East Indies	- 6,606	3.486	48.567	45,326	40,926
Hongkong	440	510	6,446	3,253	4,807
Japan	15,317	52,180	213,079	189.249	322.204
British Australasia	18,278	19,294	169,468	144,570	163,691
Hawaii†	10,210	1	32,473		
Philippine Islands	130	2,029	43,004	26.360	13.755
Other Asia and Oceania	2,106	2,707	21,266	16,849	$\frac{13,193}{22,207}$
British Africa	8,085	20,714	1 1	55.684	SS,S93
All other Africa	3,000	475	46.101	5.441	6,241
Other countries			417	282	12
Other Countries	1		411	202	2.2
Totals	128,136	160,986	2,647,383	2,115,055	2,158,465
Totals	120,100	,	2,011,000	2,110,000	2,100,100

Included in "Other Europe" prior to January, 1901. †Now American possessions. *Included in "Other South America" prior to January, 1901.

Nearly 47 Inside the Hour.

The hour record has been given another boost in the direction of the once thought impossible but now coveted fifty miles. The last effort stands to the credit of the Frenchman, Contenet, who, on Oct. 24, on the Parc des Princes track, Paris, covered 75 kilometres, 492 metres (46 miles 1,605 yards) in the sixty minutes, 240 yards better than Michael's sensational performance. The performance is the more remarkable because Contenet was compelled to dismount and obtain a new wheel before the expiration of the hour.

Every rider should do just as I do. It does not cost anything except a little time, and it may save a limb or a life. Some jolt or strain experienced during a ride may be thought little of at the time, yet may have started the brazing in some place, caused a buckling or a slight crack. You cannot tell unless you look. Everyone who values his health will look and will look frequently."

"How to Drive a Motocycle." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York.

RACING

Three snappy contests served to wind up the cycling racing season at Vailsburg, November 2, something over a thousand people being present. The feature of the afternoon was the match race between H. Freeman and F. Krebs. The conditions called for the best two in three half-mile heats. In the first heat Freeman wonb y half a length in 1.21 1-5; in the second Krebs cut across Freeman and the latter, believing himself fouled, sat up Krebs, winning in 2.12 3-5. The final heat was exciting from the start. The riders jockeyed for position, and entering the stretch Krebs had the best of the argument. In the last yard or two Freeman managed to get up, and they crossed the line so close together that the spectators thought it a dead heat. The judges, however, gave the decision to Freeman. Time, 1.50.

In the twenty-mile event for amateurs, A. Beyerman won both the lap prize and the race. After securing a majority of the laps he dropped back into last position, but on the next to last lap he went around the field again and gained an adayantage that landed him a winner. C. L. Hollister finished second, J. E. Achorn got third and George Glasson fourth. Time, 54.21 4-5.

Schlee beat out Glasson in the sprint for the ten-mile prize. The three cornered amateur team match race, best two in three, one mile heats, was won by Glasson and Billington in easy fashion. Achorn and Hollister got second and Schlee and Lanes third. Time of first heat, 2.36; second, 2.52.

What was to have been a case of make or break-make a record or break a neckfizzled ont on Wednesday afternoon. John Ruel, the professional pacemaking rider, thought he could ride his Soncin four horsepower motor bicycle down the Singac Hill, near Montclair, N. J., in something less than fifty seconds. A party of timers, racing men, newspaper reporters and N. C. A. officials went out to see him do it. The course selected is a straightaway, and for twothirds of the distance there is a 7 per cent grade. The finish is on a very slight up grade. Ruel tried, but did not try again, He made the mile in 1:19, and then they all went home. The record is 1:102-5, made by C. H. Metz on Staten Island, May 31.

After his sensational reappearance on which occasion he upset the hour record, Michael is said to have become lax in the matter of training, and when they met for the second time in Paris on October 19, Elkes had no trouble in giving him a decisive drubbing. It happened in a fifty-mile paced race, in which, in addition to the other two. Contenet, Ryser and Jacquelin started. Elkins had no trouble in winning, beating Michael by nearly a mile, who probably owed second place to Contenet's

pacing trouble. Time, 1:09:03 3-5. Jacquelin did not finish.

C. Duestes, who the Sunday previons won the organization's 100-mile handicap road race, captured both of the shorter events run by the Century Road Club Association on Sunday last on the road near Valley Stream, L. I.—the 2-mile handicap from the the 45-second mark in 5.30 and the 15-mile with 30 seconds handicap in 44.55. H. R. Strauss (.45) was second in the first event and P. Reninger (1.30) in the second.

As the result of his Baltimore spill Benny Munro, the Tennessee pace follower, has a couple of places in his head where there is no skull bone and the brains lie next to the scalp. He will wear a leather cap hereafter whenever he goes on the track.

Some of Frank L. Kramer's last season's winnings have been invested in an automobile. While the champion has no intention of abandoning the cycle track, he is quite enthusiastic over his new acquisition.

Advices from Paris state that Harry Elkes, while racing against Jimmy Michael at the Parc des Princes track there on November 1, had a fall and was severely but not seriously hart.

"Good Old Eddie" Bald won a race from scratch at the Parc de Princes track, Paris, last Sunday. The distance was 1,458 yards, Bald's time was 2.33 1-5.

Jobbers, Dealers and Users of Bicycles

SHOULD INSIST ON HAVING

"Diamond E" Spokes

They represent the highest development of the art of spoke manufacture, and for years have given the Lest of satisfaction. All reputable manufacturers of bicycles equip their wheels with them.

NONE GENUINE UNLESS STAMPED WITH THIS TRADE-MARK:



STANDARD SPOKE & NIPPLE CO., Torrington, Conn., U.S.A.

ELECTRIC IGNITION

Its Difficulties and Some Hints as to how Best to Avoid Them.

No feature in the manufacture of gasolene motors is of greater importance, or causes more trouble than electric ignition. The fact that electricity is so little understood by the majority of mechanics handling this class of work is of itself one of the fundamental reasons for trouble arising. But even to those having a knowledge of electrical appliances troubles come just the same, and in many instances can be traced to the fact that electric current cannot be seen—followed with the eye as can gasolene and steam.

When once a general idea of the workings of electricity is secured, and the conditions necessary for attaining satisfactory results are understood, there is still trouble in producing a construction suitable to the work and which will remain so in continuous service.

It is well to look first to the apparatus provided for making and breaking the circuit in which it is absolutely necessary the insulation must be perfect. The insulation of parts depends on the number of terminals used on the coil, and it is a wise precautionary measure to make it with coil connections in mind. Unless this be done it is likely to cause some trouble and to puzzle the builder who is working on the theory that a gasolene motor is an easy thing to make.

Perfect insulation having been secured, however, attention should be given to the size and kind of coils, plugs and batteries to be used. All of these bear a relation to one another that make a correct understanding of all of them essential.

The plug should be as large as possible, and space permits, and the insulation prefrably of porcelain or mica, although when the latter is used great care must be taken that it does not come in contact with the steel shell of the plug, else short circuiting is likely to occur.

Lava, or in reality, tale, has been used, but it is porous to a certain extent, absorbs moisture and is likely to short circuit in time. Porcelain, on the other hand, when properly glazed, will give the best results and when properly fitted will not crack under heat. This is an important feature and should not be lost sight of, for should a plug fail when on the road it is a case of walk or "tow" home, unless an extra one be handy.

Coils, like all else, must be properly made. The insulation must be perfect and the quantity, size and proportion of wire must be right to give satisfactory result and to use the minimum amount of battery power. This last feature will be readily appreciated inasmuch as the replacing of batterles becomes a serious problem.

Where an economical coil is provided it is serious enough, but where a coil or coils are used in which the consumption is extravagant, the situation assumes a larger condition. On motor bicycles it behoves the

builder to look well to his construction from an economical point of view in energy consumed, not in first cost of material.

First cost is probably responsible for more errors in building motors, and retards advancement more than any other one thing, and is found to play an important part in the purchase of almost every part, no matter what the type may be. The successful builders of to-day are those who have passed through or would have none of the cheap stage, and are now building with the best goods obtainable, regardless of the cost.

Batteries are bought in the cheapest market and are given the least attention by many, because they have not passed through that trouble commonly known as experience. In time they are given greater thought, and then it is that the economy above mentioned begins to play an important part.

It is a fact that some makers of otherwise good motor bicycles are having trouble with batteries and yet do not look for the cause in the large consumption daily going on through the coil. They know they secure a good, hot spark, but not thoroughly understanding the principle of coil construction, never dream for a moment that therein lies the source of trouble. They continue using batteries, trying all kinds, and still seem to make little progress.

A hint, taken early, will save considerable expense, worry and trouble, and will enable more rapid production and, therefore, more rapid advancement of the industry.

First, see to the make and break. When satisfied as to that, select plugs, coils and batteries that have proven the most highly efficient—best by test and continuous usage—even though the price is a little in advance of others obtainable. Then you may rest assured the chances are A 1 for getting results at once, and results that will prove satisfactory all round.

Substitute for Case Hardening.

"Most people are familiar with the coarse, pebbly grain of case-hardened steel, especially those who ride bicycles and who have been so unfortunate as to have had a case-hardened bearing break when out on the road," says "Sparks."

"The case-hardening process is one that imparts carbon to the surface of steel, and if this element penetrates to any depth and the hot piece is cooled in a bath, the large grain, due to the highest heat the piece has received, is 'fixed' by the bath; and where the grain is coarse the piece is weak. Fine grain, on the other hand, gives density and strength.

"A piece of case-hardened steel should be treated just the same as a piece of fine tool steel that is intended to harden.

"After the carbon has penetrated the steel by the usual case-hardening process, the piece, if not intended to be mottled, or to be preserved in outside finish, should be allowed to cool until entirely cold, after which it should be heated evenly and carefully to a low hardening heat—a heat a tritle lower than that required for tool steel of medium carbon—and then it should be cooled rapidly in the bath. This will usually give a refined, strong grain.

"The only advantage in a case-hardened piece so treated, over a piece of high-carbon steel, regularly hardened, is that the case-hardened piece has a soft entre; we are spaking of a journal bearing. Steel makers now provide stoft-back die steel with a face of high carbon material, and soft-back and seft-centre plow and vault steel, the latter having the advantage of possessing two hard faces.

"It is somewhat surprising that this material has not come into larger use in places where case-hardened steel is indicated."

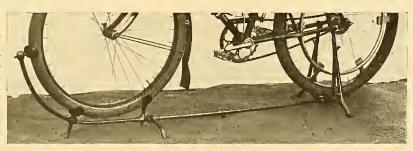
"The Motor: What It Is and How It Works." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York.

THE "CORSON" MOTOR CYCLE STAND.

Price, \$5.00, F. O. B.

An absolute necessity to every user of a Motor Cycle as a holder for cleaning, adjusting and testing mixture and ignition.

Guaranteed to hold machine and rider with motor running.



NO MORE STRETCHING OR SLIPPING OF BELTS, THE BANE TO MOTOR CYCLING.

THE CORSON "KANTSTRETCH" BELT.

The "KANTSTRETCH" belt is guaranteed not to STRETCH or SLIP and to be impervious to water, if kept clean and dressed occasionally with "Holmefast" belt dressing. Belts made to order to fit any motor cycle.

Prices quoted on application, giving shape, size and length of belt wanted.

AUTOMOBILE AND MOTOR CYCLE COMPANY,

E. H. CORSON, Manager. Office; Pope Building, 221 Columbus Ave., Room 22, BOSTON.

Nuisance of the Dog.

"There is no mistake about the fact that dogs are a holy terror to all motorists, big or little. It is, of course, more dangerous for cyclists than for any other kind of motorists, because the equilibrium of their machines is so much more likely to be upset," says one who has had experience.

"Dogs seem to have grown more indulgent to the ordinary cyclist, and to have evolved, so to speak, a superior system of manners to pedallers generally, though they are still a source of great discomfort. But the manner in which the majority of them will 'go' for motor cyclists is a real drawback to the pleasures of that class of sport.

"It will probably offend the feelings of the ultra sensitive and oftentimes very foolish dog lovers to say so, but there certainly should be a law to prevent every cur barking at you when motor cycling. For though some of those who have never been victimized may laugh at the peril-as it is the nature of a good many ignorant people to doand the horrible nuisance of every 'puppy, whelp, and hound, and dogs of low degree,' yelping and snarling and charging recklessly about in the path of the motorist or cyclist, it should not be forgotten that if human beings were capable of the same sort of thing and did it, they would have to pay the penalty.

"It is all very well to say that the dear dog should have his liberty, and that it would be a sin and a shame to keep him off the roads; what about the humans, for whom the highways are primarily intended? I have as much respect for 'the friend of man' as anybody can possibly have, and admire them as greatly as their perfervid lovers; but no stoppable nuisances should be permitted on our roads.

"It seems to me that drastic methods are necessary concerning dogs. If the owners were made to pay smartly for their canine friend's pranks, intentional or otherwise, there would very soon be a diminution of the evil."

The End of old Stocks.

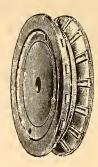
How true it is that the old stocks of 1900 and 1901 and the odds and ends are quite cleaned up is indicated by the fact that E. J. Willis, of the Park Row Cycle Company, took in a lot of seventy bicycles which represented the last of the "left overs" of the American Cycle Manufacturing Company. Seeing a truck load of new machines, or rather frames and wheels minus saddles, tires and handlebars, going into the busy store at 29 Park Row, a Bicycling World man went in to inquire what they were. Said the enterprising proprietor:

"These are the very last of the A. B. C. odds and ends. It is the clean up of every old part, and I cannot buy any more from that combination after this I am told."

Front forks with the minimum of rake make for the maximum of vibration and bumpiness.

An Idea in Pulleys.

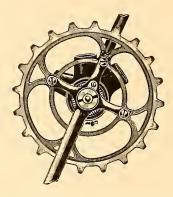
While the assertion may be accepted with some reservation, the motor pulley shown by the accompanying illustration is claimed te afford "as positive a grip as a chain drive"; it is a foreign creation, of course.



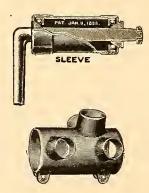
The pulley is V-shaped and takes either a round or V belt. The sides of the pulley are grooved with dovetailed slots, in which compressed leather blocks are inserted. The bottom of the pulley is also of leather.

Hanger for Motor Bicycles.

The Park City Manufacturing Company, of Chicago, whose D. & J. crankhanger has earned for itself a reputation that is not to be



denied, have brought out a hanger specially designed for motor bicycles which is shown by the accompanying illustration. It is con-



structed on the same general principle as their other hanger but with regard to the heavier work for which it is intended. With a tread varying from 5½ to 6 inches it obviates the necessity of bending cranks and tubing to give working space to all parts of the motocycle. The bracket is made in different angles to suit the position of engine.

The Week's Patents.

711.005. Carburetter. George M. Schebler, Indianapolis, Ind. Filed April 21, 1902. Serial No. 103,875. (No model).

Claim.—1. In a carburetter, the combination, with a reservoir whose shape is such that a uniform volume of liquid contained in its bottom may be defined by any one of a plurality of surface planes having substantially the same point of intersection, of a discharge-nozzle communicating with the reservoir and the discharge-outlet of which lies substantially at the point of intersection aforesaid, an air-pipe into which the said discharge-outlet of the nozzle leads, means for controlling the flow of liquid through the nozzle, and means for maintaining a substantially constant volume of liquid in the reservoir.

712,048. Liquid Brake. Sigismondo Diamant and Carlo Margoni, Triest, Austria-Hungary. Filed Oct. 1, 1900. Serial No. 31,645. (No model.)

Claim.—1. In a liquid brake, the combination with a closed cylindrical easing of a screw rotably arranged within said casing, means for leading liquid into the latter, means for regulating the degree of filling of the casing, and means for connecting said easing to the mechanism upon which the brake is to be utilized, substantially as set forth.

712.059. Cycle Seat. Emil J. G. Goerke, Neumunster, Germany, assignor to the firm of Hermann Sager, Neumunster, Schleswig, Holstein, Germany. Filed Feb. 28, 1901. Serial No. 49,343. (No model.)

Claim.—1. The combination with the two halves of the divided cycle seat and a pivot common to both; of a resilient support comprising a fork having diverging arms parallel to the seat and adapted to be secured to a seat post, springs connected with said fork and the saddle halves, means for adjusting the latter about their pivot or their supporting fork, means for locking said halves thereto, and a spring connecting said fork with the aforesaid pivot, substantially as described.

712,165. Cycle. Frank S. Willoughby, Manchester, England. Filed Jan. 21, 1902. Serlal No. 90,621. (No model.)

Claim.—1. The combination of a driving shaft 1 carrying a chain wheel 5 and the inner parts of free clutches 7 and 7* a bearing 3 reciprocating cranks 6 and 6*, the integral heads of which form internally the outer parts of the free clutches and have teeth on their peripheries, an intervening tooth wheel 12* gearing therewith, an adjustable clamp plate 17 and annular ball-races and balls 14 on the faces of the hub of the chain wheel of the cranks of the bearing bracket and of the clamp plate, substantially as described and shown.

"The Bicycling World is well worth its price to any man in the bicycle business."—
(L. E. Stair, Mitchell, S. D.

The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVI.

New York, U. S. A., Thursday, November 13, 1902.

No. 7

MAKERS IN SESSION

Probable That a National Organization Will be Effected and That Prices Will be Increased—Those in Attendance.

It is quite apparent that the "in union there is strength" precept is forcing itself home in the cycle trade. The New York jobbers were first to recognize it and to act, and at this moment the effort to nationalize the State association is being made, and with every assurance of success. The "get-together" germ has lodged also in the cycle mannfacturing trade, and as a result there is every prospect that a national association of cycle manufacturers shortly will be brought into being, and one embracing all classes, "trust" and "independent," and representing all grades.

The meeting at the Hollenden Hotel, Cleveland, on Saturday last, of which The Bicycling World gave notice, was the first symptom of the sort. While at first supposed to be a meeting of parts makers, it proved to be a session of bicycle manufacturers, called by George N. Pierce, of Buffalo. Mr. Pierce presided, and after exhaustive discussion, which developed that none of the concerns represented were earning comforting or satisfactory margins of profit, an epitome of opinion was crystalized in the form of a resolution. This resolution follows:

Resolved, That it is the sense of this meeting that an advance in the price of bicycles is material and necessary.

Resolved further. That the concerns here represented deem it desirable to form a permanent association and to invite makers not represented at this meeting to become members in order to consider and take action affecting the condition of the trade, and that we agree to have a representative with full power to act at a meeting to be called November 13 at the Waldorf-Astoria, New York City.

Those present and who concurred in the resolution were as follows: Geo. N. Pierce Co., ⁷ irk Mfg. Co., Eagle Cycle Mfg. Co., Stearns Bicycle Agency, Wisconsin Wheel Works, Arnold, Schwinn & Co., Snell Cycle Mfg. Co., Great Western Mfg. Co., Worthington Mfg. Co., Acme Cycle Mfg. Co. Letters expressing sympathy and conveying assurances of co-operation were received from

the National Cycle Mfg. Co., Toledo Metal Wheel Co., Davis Sewing Machine Co., National Sewing Machine Co., Bean Chamberlin Co., H. P. Snyder Mfg. Co. and Day Mfg. Co.

To-day the adjourned meeting was held in the Waldorf-Astoria, this city, with Mr. Pierce again in the chair. The others in attendance were: Col. Albert A. Pope, American Bicycle Co.; Messrs. Breckenridge, Ransom and Kirk, Kirk-Snell Institution; H. E. Maslin, Stearns Bicycle Agency; Harrison Williams, Waltham Mfg. Co.; C. S. Dikeman, Eagle Bicycle Mfg. Co.; A. L. Garford, Worthington Mfg. Co.; G. Frank Fries, Day Mfg. Co.; E. S. Fretz, Light Cycle Co., and Joseph McKee, McKee & Harrington.

The day was devoted to speech making, in which every one present indulged, but nothing tangible was accomplished. The nearest approach to anything of the sort was a motion fixing a minimum price on stripped bicycles. This, however, was voted down, the sentiment being that too many jobbing contracts had been already closed to make the price equitably effective as applying to next season's business.

After this had been done and more ex-

After this had been done and more experiences and opinions expressed, a committee comprising Messrs. Pierce, Ransom, Kirk and Fries was appointed to prepare and present a definite plan of action at a session to-morrow.

Morgan and Herrick Retire.

Fred W. Morgan, formerly the head of Morgan & Wright, Chicago, and one of the directors of the concern since it became a Rubber Goods possession, has resigned his office and retired from the company. William Herrick, for many years Mr. Morgan's right hand man and the active manager of the factory, has also resigned. He had originally tendered his resignation to take effect January 1, but last week insisted on its immediate acceptance.

Labor Troubles Affect Tire Factories.

Morgan & Wright and the labor union are at odds in Chicago, and as a result of the strike the factory has practically ceased operation. The wage scale is the point in issue, employers and employees both charging bad faith and repudiated agreements. I. C. Wilson, general business manager of the Rubber Goods Mfg. Co., is on the scene and dealing with the strikers, and it is believed will succeed in effecting a settlement, The Kokomo Rubber Co. also has a strike on its hands.

WELLES AND KECK CONTROL

Buy out Other Solar Interests and Now Rule-Will Open New York Branch.

R. H. Welles and L. J. Keck, who are known the length and breadth of the trade, as "the men who made the Solar gas lamp famous," are now in sole control of the Badger Brass Mfg. Co., and hereafter will devote themselves wholly to that lamp.

Heretofore C. N. and W. J. Frost were stockholders and officers of the company, and the factory at Kenosha, Wis., was employed in part in the manufacture of plumbers' supplies. Welles and Keck, however, have purchased the Frosts' interests and the Messrs. Frost have formed the Frost Mfg. Co., which will continue the production of plumbers' tools.

Welles and Keck will, if anything, now pursue a more aggressive policy than ever. One of their first moves will be the establishment of a New York branch, which will carry a full line of Solar bicycle and automobile lamps and parts thereof. No location has yet been secured, but the branch will surely be in operation by January 15th

W. E. Morrison Dies After Operation.

Walter E. Morrison, president of the Dow Portable Electric Co., died rather suddenly in the Polyclinic Hospital, this city, on Tuesday night last. His headquarters were in Boston, and he was here on one of his periodical business visits when his malady. cancer of the stomach, took a serious turn. He was removed from the Herald Square Hotel on Sunday, and the next day underwent the operation, from which he failed to recover. Mr. Morrison was but 37 years of age. He was a particularly energetic and likable man, whose efforts had contributed very materially to the success of his company.

British Shows Open Next Week.

While even a local cycle show appears impossible in this country, England is still supporting the two rival national exhibitions of the sort, the Stanley and the National. Both open their doors next week, 21st inst., and continue until the 29th.

CYCLE PATHS ON BIG BRIDGE

Innovation on New New York-Brooklyn
Structure That Will Help Cycling.

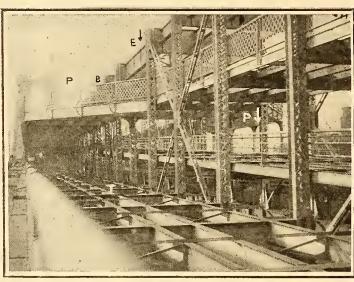
There is a good time coming for the bicyclists of New York and Brooklyn and New Jersey. It will arrive when the new East River bridge from near Houston street, New York, to near Broadway, Brooklyn, is completed. Then riders from the metropolis or from New Jersey can ride to Coney Island or out to the good roads of Long Island, and Brooklyn cyclists can cross to Manhattan to seek the resorts of Westchester County, or of New Jersey, and the workingman can ride daily to his work without paying even a ferriage toll and without risking limb and life by a ride through a tangle of trucks and trolley cars. This will be possible because

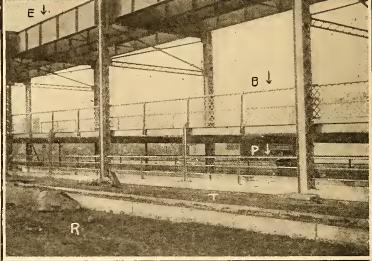
been incorporated in a public bridge as an essential part of the whole structure. It is something to cause every one interested in the bicycle to rejoice greatly. It will be a boon to workers of all classes. It will enable the laboring man to save 10 cents of carfare daily, and it will furnish to the business man and his clerks an opportunity to get daily a needed bit of exercise as a change from office work by riding to and from his place of business and his home. For those who live on the lines of well paved streets these paths will make it a pleasure to cross the new bridge. It will be well worth while for many to go considerably out of their way in order to cross the new bridge, for there are asphalt routes to both the New York and Brooklyn ends of the structure, and the trip across will be a delightful one.

The Brooklyn end of the bridge is further advanced than the New York end, and the pictures shown here were taken for the Bieither side of the footwalk and even with it across the bridge. The arrangement on the New York side will be similar.

Going from New York to Brooklyn on this grand wheeling course, the rider who wants to go either to Coney Island or out on Long Island, or simply to the other side of town, finds asphalt on South Fifth street, right at the exit. He can ride two blocks to Bedford avenue, and then, if he does not mind three blocks of granite blocks, can ride directly out on that avenue to Eastern Parkway. If he prefers to go a little out of the way for the sake of keeping on asphalt, he can continue on South Fifth street a couple of blocks further toward the river to Berry street, turning left on which will lead him to Division avenue, and that to Bedford avenue. It would be only a matter of about three average sized city blocks more of a ride to make this detour.

The New York end of the bridge finishes





E. ELEVATED RAILROAD.

B. BICYCLE PATH,

P. PEDESTRIAN PATH.

T. TROLLEY TRACK.

R. ROADWAY.

on the new bridge there are being built two paths exclusively for bicycles, one for travel going east and the other for riders going west.

In the lapse of time many riders have forgotten the agitation in favor of getting a cycle path on the Brooklyn Bridge now in use, the failure of the effort, and the determined demand, made chiefly by the Good Roads Association of Brooklyn, for cycle paths on the new bridge now being built. This second effort was successful. The credit for its success belongs largely to H. B. Fullerton, Eugene La Manna and James D. Bell, of the Bridge Commission. Twin cycle paths were incorporated in the plans of the bridge, and now they are a material fact, for they are partly built.

For the information of the trade and public, the Bicycling World has investigated, to learn whether or not the paths were being built, or whether they existed on paper only. The paths are there as designed, and they will be fine wheel courses.

So far as is known, this is the first time that a path exclusively for bicycles ever has cycling World on that side of the river. The Brooklyn approach of the bridge begins in South Fifth street, a short block north of Broadway, near R ebling street. There the cycle path begins in the exact centre of the bridge, rising at an easy grade from the street. It is about twenty feet wide there, with no division to separate those going in opposite directions. On each side is a roadway for two trolley tracks, four in all, and on the outside of the trolley roadways are the driveways, each twenty feet wide. Over the bicycle path runs the elevated road. The pedestrian path begins a block west from the end of the bridge, and runs beneath the bicycle path. There is one entrance for pedestrians under the stone archway at Priggs avenue, and another one at Bedford avenue.

The bicycle path continues under the elevated road and over the promenade until well along toward the tower, where the footwalk, which has been rising at a sharper grade than the cycle path, comes to a level with it. Then the cycle road splits into two paths, each seven feet wide, running along

now on Clinton street, near Houston. Clinton street is about midway between Second and Third avenues, and both it and Honston street are asphalted. Of course, there will be plazas, though, at each terminal of the bridge. Riders crossing to New York will land in the thoroughly asphalted section of the East Side, and have the choice of a number of asphalted streets on which to go uptown or downtown or across to the West Side. They can go along Houston street to the asphalt on Second avenue, or start for the City Hall by way of Essex, Ludlow, Forsyth or several other streets. They can start for uptown right on Clinton street, or can continue on Houston street across Broadway.

The total length of the bridge from end to end will be 7,200 feet, affording a boardwalk ride of more than a mile and a quarter.

Bud Mills, of Somerville, Mass., rode ten continuous centuries, 1,000 miles, last week in four days. He had only three hours' sleep during the ride.

CHANCE FOR CYCLE SHOW

Associated Cycling Clubs of New York Take up Project Will Sound the Trade.

Quite unexpectedly the Associated Cycling Clubs of New York have stepped into the breach and projected a cycle and motor bicycle show for the metropolis, to be held next spring.

At a regular monthly meeting held last Monday night at the house of the Royal Arcanum Wheelmen, in West Ninety-ninth street, with Alderman Joseph Oatman presiding, the question came up of doing something to liven up the winter season in order that the vantage gained by the renewal of interest and activity during the summer should not be lost.

The delegates of the dozen clubs took a very sensible view of the matter when a show was suggested. Three different delegates arose and said they knew from personal experience that there were plenty of dealers in the city who were willing to go in and help support a show if one could be arranged and managed by any competent and responsible organization. It was recalled that the first show in Philadelphia was held under the anspices of the associated cycling clubs of that city, and that one of the earliest held in Madison Square Garden was run by the old Metropolitan Association of Cycling Clubs, that both of these exhibitions were successful and that at this time when there is no local trade organization, it would be eminently fitting for a body of clubs to conduct an exhibition. The sentiment was expressed that a show run by the Associated Cycling Clubs could get the support of the "trust" and the independent makers also.

Several representative dealers who were seen by a Bicycling World representative approved of the idea and said they would go in and do their part. From what investigation has already been made there would seem to be no doubt but what a sufficient number of exhibitors could be obtained.

A committee was appointed to inquire into the situation and report back to the association on the feasibility of a show being held either by the Associated Cycling Clubs alone or in conjunction with some trade committee.

The idea on which the committee is working is substantially the same as that put forth in a Bicycling World editorial recently. So far as has been tentatively planned the show will be held in the spring, during the retail selling season. It is to be a show for riders and some sort of a regular nightly entertainment is projected.

The first work of the committee after being satisfied of adequate support from the trade is to find a suitable place. Grand Central Palace and Lenox Lyceum have both been faverably mentioned, and one of the two places is likely to be selected.

The Absence of Personal Persuasion.

"I really cannot understand why the manufacturers in the cycle trade should find fault with the state of affairs," remarked one of the best known dealers in Brooklyn the other day. "If the trade lacks life, it is because the manufacturers lack life; they no longer go out for business as they once did, and at the time when they had small need to do so.

"They now try to do business by mail. Why, bless your soul, in the last four years just two tire salesmen have called on me, and only one coaster brake man, and all he asked was the privilege of tacking up an advertising show card. The bicycle salesmen come around in the fall or the early spring, and if it were not for them we would hardly know that the trade still employed travelers. Motor bicycles? No one has even tried to interest me in them much less to sell me one. If it were not for the Bicycling World aud for the circulars I receive I would hardly know that such things existed.

"Manufacturers no longer seem to value the effect and influence of personal acquaintance or personal solicitation, or if they do they expend all such effort on the jobbing trade; certainly, retailers see small evidence of it nowadays; printed matetr is evidently considered good enough for us, and we receive enough of that to start a good many fires in the course of a season.

"No, I do not overstate the facts. Excepting bicycle salesmen, I have been visited by no more than the two tire salesmen and one coaster brake placard-hanger during the last four years."

Tell Makers What They Want.

While dealers' organizations never flourished in this country, they still exist on the other side, and do not appear to lack activity and influence; indeed, the extent to which they go is evinced by this recent resolution of the Liverpool Cycle Trades Association: "That, The Liverpool Centre are in favor of a standard machine of best makers, with two brakes and free wheel, should be still listed at ten guineas and not raised in price, but that same should only be sold to agents on condition that the price of fen guineas is strictly adhered to until after August Bank Holiday, when, if agents wish to clear stock, they can accept reduced prices."

One Drawback to Motor Bicycles.

"One of the commercial drawbacks to motor bicycles," said a metropolitan dealer yesterday, "is the spot cash terms which their makers impose. When we require and are afforded datings on even our relatively low priced samples of motorless bicycles, the impossibility of dealing extensively with anything that is higher priced is apparent. We certainly cannot carry any stock, and if we use our sample we naturally have only a second hand machine to show prospective buyers."

When good advertising is supported by good goods and good management it pays, tritely remarks Printers' Ink.

RUBBER GOODS REFORMS

Meaning of Recent Occurences and the Objects Which are Sought to be Served.

Since the control of the Rubber Goods Manufacturing Company passed into the hands of T. J. Taylor & Co. a thorough investigation has been carried on with a view to effecting economics. As a result of the research a complete reorganization of the internal affairs of the company has been decided upon, and it is now officially announced that the management of each of the eight companies controlled would henceforth be the same.

Heretofore there were separate boards of directors, separate officers and distinct managements of each of the eight companies the control of which is owned by the Rubber Goods Manufacturing Company.

Interests identified with those now in control stated last week that the organization and status of the Rubber Goods Manufacturing Company is practically the same as the United States Steel Corporation, 1t is a stock holding concern and owns the control of the following companies: Mechanical Rubber Company, Morgan & Wright, Chicago; Peerless Rubber Manufacturing Company, New York; India Rubber Company, Akron, Ohio; Sawyer Belting Company, Cambridgeport, Mass.; Peoria Rubber and Manufacturing Company, Peoria, III.; Indianapolis Rubber Works, Indianapolis, Ind.; Hartford Rubber Works, Hartford, Conn.

As is well known, each of these concerns had its own list of officers and the operations of the plants were conducted independently of other companies which were controlled by the Rubber Goods Company. For some time past the Taylor management has been considering plans to eliminate this situation and these have now been perfected. According to statements made pesterday, one set of officers, with practically the same board of directors, will manage each of the eight companies.

It is also stated that the question of substituting cash for certain real estate securities which the company still holds as a relic of the Flint management will soon be settled. The matter is still under consideration by the attorneys for the five directors against whom suit was threatened and those of the Taylor management. It can definitely be stated, however, that an outcome favorable to the Rubber Goods Manufacturing Company is expected.

There has been a great deal of adverse comment made over the recent changes in the internal affairs of the company, but this has not influenced the determination of the management to carry out their plans. The latter say that the criticism has come mainly from former employes, who have lost their positions as a result of the many changes made in the interest of economy.



Where are you going to get your good bicycles for 1903?

THAT WILL BE A PREGNANT QUESTION PRETTY SOON.

THE BUYER IS WILLING

to pay a fair price for a bicycle which has been shown up to him to be a better one than another at a lower price, but he has to be satisfied of that fact. You can show it to him in a NATIONAL.

There are a good many features on the NATIONAL that make it distinctively different from others—better than most.

THERE'S ALWAYS A PROFIT IN THE NATIONAL.

National Cycle Mfg. Company,

MAKERS OF BICYCLES EVERY DAY.

BAY CITY, MICH.

UNEQUALED.



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Change of advertisements is not guaranteed unless copy therefor is in hand on SATURDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. 0. Box 649.

NEW YORK, NOVEMBER 13, 1902.

Possibilities of a Show.

Now that the call of the Bicycling World for a cycle show in New York City has found an answer in the appointment by the Associated Cycling Clubs of New York of a committee to investigate the feeling in the trade on the subject, with the assurance that the clubs will run a show if they get the local dealers to guarantee their hearty support, the manufacturers who are represented in the city should help their agents.

There is no reason why a first rate show should not be put together for the thousands of earnest riders of the Greater New York and vicinity, and with the aid of some form of entertainment, such as was run in the early days of bicycle shows, to draw the general public, many converts might be made and more than a few backstiders reclaimed. The conditions now call for some sort of a stage performance to draw a crowd the same as they did ten years ago. One of the biggest exhibitions that goes to Madison Square Garden, the Sportsmen's Show,

depends altogether upon its amusement feature to fill the house. In latter years there has been some prejudice against anything in the nature of a stage entertainment at the national bicycle shows, but there should be no such prejudice in connection with this projected local show, and the committee commends itself as a wise one in having immediately planned it.

The Associated Cycling Clubs is a substantial, reliable and responsible body. In such hands a show would be successfully managed, and not a dealer should refuse his support. The object of the organization as declared at its meeting is solely to infuse some life into the trade and sport, and not to make money. The desire is only to meet the expenses and break even.

A show such as this, expressly for riders, should appeal particularly to the makers of motor bicycles, at this time, when so much of the selling is being done direct. There is a great amount of missionary work to be done in the way of educating riders concerning the motor bicycle. Agents do not do this as it should be done, and for the want of shows the manufacturers have not done it. Beyond the educational work to be done, however, there is every reason to believe a show such as has been projected would be a business bazar at which a lively retail business would be done in both motor and motorless machines.

A selling show of three or four days' duration, run for riders and the general public, would be the best place in the world to let it be known that old stocks are well cleaned up and that the trade has gotten back again to the healthy basis of selling bicycles of the current year's model at list prices. With this well understood at the outset, there would be less discontented shopping about by bargain hunters later on and a healthier tone would be given to the business for the whole spring and summer.

There could be no better time, nor place, either, to acquaint riders with whatever advances in prices there may be. It will be impressive and final, if learned at an exhibition where the general public finds practically all the trade represented, whereas if confronted with the new conditions in the store of a single retailer, there would likely be skepticism, dissatisfaction, and an inclination to seek elsewhere, if indeed many would not back out entirely from buying.

There should be no souvenirs, but there should be a popular price at the door and spaces should be rented at moderate fig-

ures. There will be plenty of things of interest to riders to be seen in the way of modifications in wheels, and coaster brakes, and motor bicycles and new things in sundries. The motor bicycles could be shown jacked up and the exhibitors allowed to put visitors on them and run the motor. A show run along these lines, with a good, healthy entertainment feature, could not fail to be a success, and it would be a great boon to the retail trade and a boom for the riding of the coming season. The time is ripe, the opportunity here, and not a man in the trade should hold back.

Two Commendable Tendencies.

It is a backneyed subject, but one that is of perennial interest, hence the recurrence to it. We have in mind the astonishing popularity of the pastime and the emphatic soundness of the trade in Great Britain.

At the present time there are two tendencies noticeable among others. There is a strong reaction in some quarters from the low price craze, and a movement in the direction of lighter machines—featherweights, as it is the custom to term them. No one can gainsay the existence of this twin movement.

What the British regard as low prices—say, \$40 and \$50 machines—still rule and account for the bulk of the trade. It is by no means certain that this will ever cease to be the case, although there is more ground now for holding a contrary belief than there has been for a number of years. But in spite of this low price tendency as regards the greater part of the business, the number of higher class—and price—models is steadily growing.

One firm lists its best machine at \$110—a plain chain driven wheel—with an extra \$5 for a free wheel. There are plenty of others at or about \$100, and for next season makers anticipate a more extensive trade in them than they have experienced since the boom years. They do not fear to make changes and improvements, nor to advance the price on account of them. Nor do buyers balk at their demands. On the contrary, the volume of business in the best grades is steadily increasing.

At the same time, earnest and seemingly successful efforts are being made to cut down weights.

Lighter models are continually being brought out.

As is well known, the British rider wants

solidity and even massiveness. Furthermore, he insists on loading down his machine with weird and wonderful paraphernalia, without which he could not, or thinks he could not, get along. The result is weight, and while he objects to this he stands like a rock in the way of cutting down of his accessory list.

That in the face of this makers should keep weights down as much as they do is commendable. Their further efforts—and success—is an indubitable sign that the trade has really recovered, or is in a fair way to recover, from the prolonged depression that plagued it for so long.

Opinions will differ as to the comparative depths of the abysses into which the trade of this country and England plunged. But whether the palm is to be awarded to them or to us, it is beyond dispute that recovery was more rapid and more complete across the water than here.

Neglect of the Small Trade.

As an instance that shows how vastly the practices of the trade have altered during recent years, that cited by the Brooklyn dealer in another column is entitled to more than casual remark.

Time was when every tire maker and the maker of practically every meritorious sundry, no less than the bicycle manufacturer, appreciated the value of keeping in personal touch with the retail trade, and who had their men almost constantly circulating amongst dealers, effecting sales if possible, but doing "missionary work" and influencing opinions and perforce future business, at any rate.

The Brooklyn man's testimony that within the past four years he has been called on by but three such salesmen or "missionaries," other than bicycle travelers pure and simple, is astonishing, and we would hesitate to believe it did we not know the man and know that makers now incline to "cover" only the large trade and to "take care" of the comparatively little fellows by circular letters.

It is a situation that shows its own weak spot and one that should suggest to some manufacturers, at least, that an opportunity offers for them. The "small trade" was once the strength of not a few tire and sundry makers, and now that it is no longer the fashion to cultivate it, the chance to do so that is afforded is one that should enable them to so establish them in the favor of retailers as to make the probable money

profit well worth while. Printers' ink is powerful, but personal acquaintance and personal persuasion is more powerful.

All But Prejudice Outlived.

So persistent is prejudice, that naught avails to dispel it—neither success nor any other equally convincing circumstance.

In our hearing the other day an argument raged, one disputant holding that the three-piece style of crank shaft construction was the best ever, and that all other forms of constructions were failures. No massing of proofs to the contrary would turn the opinionated man from his stand or alter his belief one jot or little.

Yet as we look back over the past, and view the matter in what seems to be an impartial spirit, but one conclusion seems possible.

The cotter pin fastened crank was efficient if it was made properly. But it was never designed to be disturbed, and even in the hands of expert repairers it underwent deterioration every time it was taken apart. And when poorly fitted it was one of the worst features ever seen on the modern bicycle.

It is a relief to turn to almost any of the many styles of one and two piece crank shafts and note how they have been brought to practical perfection.

Early in their career they were dubbed "mechanical fastenings."

The term was an apt one, and telling the oblique blow it dealt at the old style or unmechanical fastenings. Justly chargeable with shortcomings, with sins of omission and commission, at first, it was worked with until complete and unequivocal success marked its career.

To-day it is accepted as standard, and to even hint that it has a rival is beresy of the rankest sort.

Ten miles an hour—oh, pshaw! Any octogenarian cyclist or any boy of eight travels that fast on a good road unless they are wabblers. The walking record for one hour is 7 miles 1,318 yards, made by J. B. Clarke in New York City, September 8, 1880. The running record for one hour is 11 miles 1,286 yards, made by Harry Watkins at Rochdale, Eng., September 16, 1899. Yet nice spoken men are prating to city officials about ten miles an hour being too fast for a bicycle or an antomobile to travel on asphalt! Some ignoramuses ought to he muzzled.

THE UNMUFFLED MOTOR

Denounced as "Hellish" and an Injury to Motocycling—Corson's Experience.

Editor The Bicycling World:

There is a practice indulged in by a few motor cyclists that is decidedly wrong, and should be set down on! I refer to their using their machines with the exhaust opening into the air without passing through the muffler. It is an injury to the sport, and the business, and is most certainly an injury to other riders who are not guilty of such a misdemeanor. Several gentlemen motor cyclists have spoken to us about this, and were very indignant.

I went into a certain city not long since on my motor bicycle and the next morning at the breakfast table met an old friend, who, by the way, is the most prominent lawyer in that city. He asked me how I came, and remarked: "With an automobile, I presume?" You can only imagine his disgust and astonishment when I told him I came on a motor bicycle. He said:

"What, you riding one of those hellish things?"

I replied that I was, and asked him what he meant. He just let out on me, and said there should be "a law made at once to prohibit their use on the highway." Asked why he was so down on the machine, he replied that they were the noisiest thing he ever heard, that they frightened horses, and women as well.

I informed him I had ridden thousands of miles and never had such trouble, and that our machine did not make any more noise than a carriage going through the street. He could not understand it. Well, I investigated matters and found that the party who had made all the trouble (and trouble there really was, for everyhody was down on the motor bicycle), was using his machine through the streets with the muffler off, and that he would not stop for anybody. If people did not get out of his path they had to take the consequences. To cap the climax, this party was an old-time wheelman and a bicycle dealer and agent for the machine he rode. Not a very good way to make a new thing

We stopped in that city some two weeks and all were ready to say: "Your machine does not make any noise, to speak of! Why, Mr. —'s makes noise enough to craze one!" Our lawyer friend changed his opinion of the motor bicycle. He is a noted horsemen, and the other fellow had frightened his horse, which came near a very bad runaway. We meet him without any trouble!

Now, Brother Motorcyclists, use your machine as you should use it. Treat people as though they had rights. Do not bring the grandest sport into disrepute. Keep your mufflers on! If you have not got a machine that will do the work you want it to do without exhausting into the air direct, sell it and get one that will.

E. H. CORSON.

LAMP TROUBLES

Causes That Contribute to Indifferent Illumination—Riders Largely to Blame.

A few evenings spent where riders most do congregate, with the view of looking for lamp troubles, now that any riding done "after hours" ought to be done with the thought, "let your light so shine" that the way may be pointed ont, developed much of interest. From an examination and experience extending over several evenings the natural conclusion was arrived at that by first looking at the bicycle its condition of cleanliness and care was an infallible guide to the light giving powers of the accompanying lamp. Whenever the bicycle was found to be in an unkempt condition the lamp unfailingly showed a like state of affairs. Per contra, a bicycle that gave evidence of pride in possesion and conseqeunt cleanliness in appearance, had in almost every instance a bright light shining before

Looking for the causes for poor light, with the addition of the user's carelessness, it was determined that the general factors producing the bad result were: The one named, the lamp itself and the keeping the lamp attached to the machine at all times. These apply to any and all kinds of lamps. To these must be added the oil and the wick in one type and the carbide and the burner tip in another.

With the present knowledge of construction and past faults and successes to go, the lamps themselves deserve little criticism. Their chiefest fault has been in the matter of ventilation, and in some cases this fault still clings, even though it be to a minor degree. Occasionally a lamp is seen which will burn in city riding, or when riding at a normal pace, that gives trouble in the open country, or when "scorching." The causes and effects are obvious. When riding under the first two conditions larger ventilating holes and less protection for those holes are needed than when riding with the last two surroundings.

Whether or not it would pay and be appreciated is a question, but all conditions could be provided for in designing, by a simple and light weight attachment which would permit variations of ventilation. It is questionable, however, if the average user of a lamp would take pains to give proper regulation, and, furthermore, if there was the slightest stupidity in this direction the riders would see to it that the fault reflected on the maker of the lamp rather than upon themselves.

The matter of the owner's negligence applies to and is in conjunction with every other point herein mentioned. The maker may have supplied perfection in construction. The owner may start out with the best of wick, carbide or what not, yet sooner or later everything is rendered non-

effective to a greater or less extent by just so much indifference as is displayed in keeping all these in a condition at least approaching the beginning of all.

Other than the self-contained causes for accumulation of dirt, the chiefest seems to be from dust gathered while riding between the times of using the lamp. That is, too many don't want to bother to take off the lamp, once it is put on. If they had the excuse that they started out in the morning with the lamp on because they might be caught out after sundown, there could be some excuse for them. But this excuse is rarely good; it is a reflex from the excuse they have at times given the police when they were so caught. At first it would seem that only country riders need think of this dust accumulation. Not so, however. With the nowadays extensive use of asphalt paving for the streets and macadam for the parks, the rider who confines himself to the city will find that each give off a very fine powdered dust, the more insidious because of its very fineness, which makes it fairly unnoticeable.

Of oils there are sufficient. It is in their choice that trouble frequently lurks. Known mixtures of oils have been in use indoors for ages, and with the advice of the lamp maker there should be no trouble from this point if a lamp oil refuses to burn in a lamp which is designed by its makers to burn a burnable oil; either the lamp or the wick must be at fault.

This brings the subject to the chiefest source of trouble, outside of want of cleanliness in the lamp proper, and that is the wick. There are two causes here, a poor wick or a filthy one, generally the latter.

From a rather extended inquiry it is an established fact that few lamp users understand the functions of the wick. Many, too, think that the action with a lamp wick is the same as with the wick of a candle. There is a fundamental difference. The wick of a candle is consumed with the material, whereas the lamp wick is ideally untouched.

The function of the wick is to lift the combustible material from the reservoir to the place where it is burnt. The wick does this by virtue of what is called its capillarity. Theoretically a wick consists of a great many minute hair-sized capillary tubes, up which the liquid rises by reason of the attraction between it and the sides of the tube. In order to insure perfect combustion the wick must lift fluid exactly at the speed at which the flame consumes it. But the speed of rising depends on the degree of capillarity (looseness or tightness of weaving the wick); on the viscosity (thickness of the liquid), and on the vertical height between the oil level and the base

With all this it is manifest that, since the wick consists essentially of fine narrow tubes, it inevitably possesses the highly undesirable property of a filter, straining out the liquid and retaining within its pores all the dirt and insoluble matter present in the oil. These rapidly stop up the passages and reduce the capillarity of the wick. Added to this internal dirt is the collection previously mentioned as coming from the road, which settles at the critical point—that of combustion.

With carbide the same rule holds true as with oil—the selection of a known quality. With the tip there is the matter that affects all conductors of gas. There is a residue in the latter that, being heavier, settles on the walls of the passages through which it flows. An occasional cleaning is all that is required, but it is needed and should be given attention. And this attention is not of a frequency which will use up much time—none by comparison with that which it saves.

English Trade's Good profits.

The annual balance sheets filed by most of the concerns engaged in the cycle trade in Great Britain, as required by law, are of a nature to make the American trade blink, as they should cause it to think.

In addition to the Birmingham Small Arms Co., Rudge-Whitworth and the Swift Cycle Co., each of which reported profits of more than \$100,000, as previously detailed in The Bicycle World, practically all of the other reputable companies made splendid showings. The Humber statement discloses profits of \$90,510; the Rover, \$62,710; Enfield, \$94,595; Raleigh, \$47,390; Raglan, \$27,705; Triumph, \$80,575, and New Hudson, \$59,300.

J. B. Brookes & Co., the leading saddle makers, turned in a balance of \$100,045, and Lucas, the lamp and bell man, one of \$55,045, while the Brampton parts factory earned \$40,040.

In all save two instances, these figures are improvements on those of the previous year, the gains being substantial, ranging from \$6,000 to \$30,000.

Will Protest Young's Action,

Park Commissioner Young, of Kings, is to hear from the cyclists what they think of his proposal to abolish the "Rest" at the south end of Prospect Park. There was a lively discussion over this thing at the November meeting of the Associated Cycling Clubs of New York, on Monday night. Great indignation was expressed that any such action should be contemplated, and a resolution was passed that Alderman Oatman, president of the association, should call on Commissioner Young and make the strongest sort of a protest. President Isaac Roberts, of the Associated Cycling Clubs of Long Island, who was present, made a speech expressing strong indignation and said that he would see that the Brooklyn clubs also made a loud protest against doing away with this popular and convenient re-

Fulton on the Coast.

H. H. Fulton, president of the Eclipse Mfg. Co., is now on his annual visit to the Pacific Coast. It is believed, however, that his stay will not be as long as usual.

in the cost of

The Best Spokes

and

The Next Best

is so small that there is no good reason why any wheel should be fitted with other than the best, i. e., the one bearing this brand:



STANDARD SPOKE & NIPPLE CO.,

TORRINGTON, CONN.

... THE ...

THE DIFFERENCE REGAS

IS READY.

Are you ready for the Regas?

> As it is the only means of giving riders

CYCLING LUXURY

POPULAR PRICE

it is hard to see how any man in the bicycle business can afford to be without a Regas Spring Frame Model.

No telescoping tubes employed. Stays are not cut in two. Four inches of spring action (twice as much as rival devices) and springs adjustable to any weight of rider by simply turning a screw.



Not one broken spring reported in 1902.

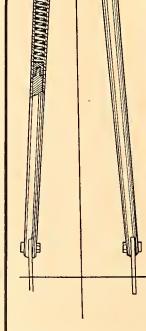
We Furnish

the fittings, enabling any builder of bicycles to easily and quickly furnish his trade with a model that not only sells, but sells others.

Quotations on application.

Regas Vehicle Co.

ROCHESTER, N. Y.



AFFAIRS IN AUSTRALIA

Season There Just Opening and Holds Much Promise for Both Trade and Sport.

Melbourne, Oct. 4.—For the past two or three months there has been very little doing in cycling circles, and except for the big road race, Warrnambool to Melbourne, 165 miles, there has been nothing of importance to chronicle. The season, however, is just opened, and while the trade reports a fair winter's business, there is considerable improvement during the past month. A very satisfactory feature in cycling is that there seems to be a return to the wheel as a pastime of the leisure classes, which, in the boom time, went baldheaded for the cycle. If this materializes to any great extent it means much for the business.

The progress of the motor in the Commonwealth is slow, but, it may be said, sure. cycle, it being the only practical type of Most of the interest is centred in the motomotor suitable for our roads, and, it should be added, to the purchasing power of this cemmunity, which, in a young country, is necessarily limited. With a view to popularizing this type of motor, the management of the big road race above referred to (the Dunlop Tire Co., of Australasia), intend to organize a road race for motocycles next year. to be run over the same course and on the same day as the cycle race, except that the motorists will start some two hours after the cyclists.

The present racing season promises to eclipse all previous seasons in the matter of the number of race meetings and the value of the stakes offered. The great Austral Wheel Race is overshadowed in the matter of prize money by the publication of a programme of a series of race meetings to be held at Sydney, N. S. W., in which an open handicap for one mile will carry \$5,000 as a first prize. The aggregate amount of the prizes for the Austral amounts to a little more than half that sum—\$2,750. However, things may so happen that it may never eventuate.

The accounts of the racing in the States containing in the Bicycling World, especially that which concerns Martin, Beauchamp and Lawson, prove very interesting to Australians, and the cycling contributors keep the wheelmen well informed of the doings of the trio. Martin hardly seems to have retained the form he was holding at the time he left Australia. Doubtless, however, he is meeting with younger and faster men.

We anticipate that there will be a fair representation of foreign cracks this season in Australia, and we are in hopes of seeing Major Taylor among them. We recently noticed a cable published which stated that Taylor had been offered \$7,500 to ride in a series of races in Australia, but that sum was deemed insufficient by him for the racing he would have to do, and required a re-

duction of the number of events or an increase of the appearance money to \$10,000. If Taylor and a few other cracks visit us it will mean a great deal for the sport here, which is in need of a little new blood.

The condition or rather the method of conducting the so-called wholesale trade is far from satisfactory. Those houses which import, and sell at wholesale prices, sell as much retail and at prices that put the ordinary retailer completely out of it. The consequence is that they cut the prices down below the point of profitable handling. It should be pointed out here also that the absence of any system in the direction of appointing sole agents or local depots for specialties in the trade is responsible for much of the cut-price practices. Any little firm here seems to be able to import any quantity of almost any line, and sell at a price which at the time of landing may pay



NEW YORK BRANCH! 214-216 WEST 47TH STREET.

it. An idea of how trade is done may be given in the case of a wholesale parts house, which, in the course of a month, had upwards of forty transactions with a large retailing firm of cycles and sundries. The aggregate value of the business transacted did not exceed \$45-about a dollar at a time! It is, of course, understood that the retail firm required more goods than this, but its buyers went the round of the trade and picked what it required at those places where the particular lines were sold at cut prices. The policy of the B. S. A. concern is very different. It has a resident agent here. The price of the sets vary so very little as to be disregarded, and depends chiefly on the quantity of the material in the market. If sets are scarce, the price may go up a

He Who Waits, Loses.

The man who sits down and waits for business to come to him will never rise to his feet to greet it. In his case there is complete refutation of the old maxim, "Everything comes to him who waits," observes a philosopher.

MANAGER WAS EMPHATIC

Agreed With the Customer and Proved it by Throwing Away the Pedals.

One good customer of an establishment, the manager of which is a man who has been prominently identified with the trade for years, was strongly impressed with the honest intentions of that manager and confirmed as a patron recently by an incident of a peculiar kind in which there might be a hint for some one. The customer was a wealthy man who always wanted the best. He brought to the store a couple of pedals, one with a split plate, the other having a cracked cup. He asked:

"I just want to show you these as a matter of interest to you and ask if they are the proper sort of pedals to put on a high-grade wheel like mine?"

The manager took the pedals in his hand and examined them. They were from a 1902 model of a make that has a reputation second to none. They were "tin" pedals.

"No, they are not!" exclaimed the manager with a burst of genuine indignation. Then, instead of putting them carefully aside to be stripped before being consigned to the scrap bag he opened the front door and hurled them with dramatic violence into a rubbish box that stood on the curb.

"Why did you do that?" gasped the patron.
"Because they are no good, and I'm going to give you a new pair."

"But if they are not good why do you put them on?"

"I don't, confound it! 'iney do it at the factory and I have nothing to say about it."

The manager then got out a pair of honest forged pedals of the 1896 model and presenting them sent the man away, a customer for life.

Clips That Sell.

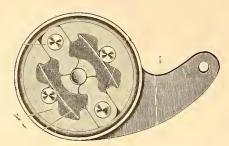
He took down a box from the shelf, picked a saddle clip out of it and gave it to his customer in exchange for a quarter.

"Wish I had all the quarters that have been paid me for these clips," he remarked as he made an entry of the sale. "I'd have a nice little sum. You have no idea how many of these clips we sell in a year. You know, it's the only clip that is any good—for repair work, at least. The bolt binds directly against the saddle post and holds tight, so tight that it can't get loose if it is fastened properly.

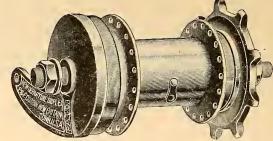
"I must sell hundreds of them in the course of a season. There's never a week goes by that I don't have some calls for them, and sometimes not a day. There's a nice little profit in them, too. They cost me—well, not quite a quarter, and if I could sell only enough of them I would retire in a little while."

"The Motor: What It Is and How It Works." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York.

NOW READY.



PARALLEL OPENING BRAKE SHOES.
NEVER STICK OR BIND.



CORBIN DUPLEX 1903

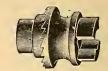
NEW DEPARTURE COASTER.

THE FEATURE

OF

THE SEASON.





DUPLEX BRAKING CLUTCH.
NEVER SLIPS.

Riders demand the CORBIN DUPLEX COASTER and the wheel equipped with it is easy to sell. Endurance tests in competition with other coasters have proven the superiority of the Corbin features.

1902 DEMAND CLEARED OUT OUR STOCK.

1903 DEMAND WILL BE STILL GREATER.

GET CONTRACTS ENTERED EARLY.

NEW YORK. CHICAGO. PHILADELPHIA.

P. & F. CORBIN,

NEW BRITAIN, CONN.

Agents in all the principal citles.

H. P. WELLS, Light Running Carriages.

Amesbury, Mass., Oct. 10, 1902.

THE H. A. MATTHEWS MFG. COMPANY.

Gentlemen:—I have given your cones rather a severe test by using them on a steel tire wagon, and they proved all right. Please send me, etc.

Yours truly, H. P. WELLS.

We make Cups and Cones, Connections, Head Sets; in fact, most everything just as good as the cones.

SEND FOR CATALOGUE.

THE H. A. MATTHEWS MFG. COMPANY,

SEYMOUR, CONNECTICUT, U.S. A.

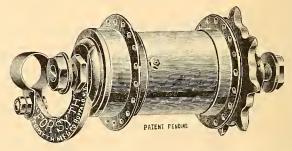
According to the Proverb

"Where Ignorance is Bliss, it is Folly to be Wise." But why remain ignorant when wisdom is so easily obtainable?

We maintain that

The Forsyth

is not merely a good coaster brake but the best one.



We simply ask a chance to prove our assertion. Will you grant it? It will cost you but the price of a postage stamp and may be the means of adding not a little to your wisdom—and profit.

FORSYTH MFG. CO., Buffalo, N. Y.

TO MAKE STREETS SAFER

Reform in Sprinkling System Now Likely— The Movement to That End.

There is now some definite prospect of a successful issue to the long fight against the street sprinkling nuisance in New York that has been waged for so long a time by the cyclists and latterly has been taken up by the automobilists, pleasure drivers and hackmen of the city. Street Cleaning Commissioner Woodbury is himself strongly in favor of the ordinance that has been introduced to barish the Street Sprinkling Association when its contract expires next March and place the control of the sprinkling in charge of his department.

At a public hearing before the Law Committee of the Board of Aldermen held on last Friday there was a notable attendance of well known citizens to speak on the sprinkling question and on the traffic ordinance that fixes a rate of ten miles an hour for the speed limit of bicycles and automobiles in the city.

Commissioner Woodbury explained the peculiar nature of asphalt that made it acquire a film of gnm on its surface, which when wetted makes the street very slimy and dangerously slippery. He said that the asphalt should be flooded at night and afterward dried by means of board scrapers with a rnbber edge, or squee-gees, as they are called. He submitted an estimate of what it would cost the city to install a sprinkling plant and of the cost for running it one year. The investment expense he fixed at \$161,830 for 200 trucks, 440 horses and 70 sets of double harness. The running expense for drivers, feed, stable rent, etc., for one year he estimated at \$197,480.

The ordinance proposed by Alderman Isaac Marks as a substitute to the one being urged was hit a body blow by a man who pointed out the fact that it was so drawn that the same Street Sprinkling Association, which has been such a nuisance, would inevitably get the contracts of all the boroughs of the city if the Marks ordinance was passed and the borough presidents allowed to award contracts to the lowest bidders "having experience in sprinkling city streets."

President J. P. Haines, of the Society for the Prevention of Cruelty to Animals, said that the agents of that society had to kill every year a number of horses which had been hurt by falling on slippery asphalt. He advocated the measure, as did also President A. R. Shattuck, of the Automobile Club. Robert Winston, secretary of the Hackmen's Protective League, told how the streets of London are washed and scraped between the hours of midnight and 4 a. m., and he advised the Commissioner to adopt the same method and to sand the asphalt on damp days.

Alderman Armitage Matthews, chairman of the Law Committee, seemed to be in favor of the ordinance being passed, and the advocates of it felt very hopeful when the hearing closed.

How Coaster Brakes Renewed Pleasure.

"A great many years ago, when I rode a high wheel, and after I first learned to coast, I used to climb nice, long, smooth hills solely to have the pleasure of coming down them, feet over the bars," confided the old timer.

"Some how or other I never fell into this practice with the safety." Perhaps the first safeties were too heavy, with their solid tires, to be pushed up any hills that did not have to be climbed; and then, by the time the 'featherweights' were evolved, with their air tires, I suppose I had gotten out of the way of doing such things and never resumed the practice. I do remember that I used to coast, but only when a down grade came my way. I never climbed hills in order to coast down them.

"But since I have used a coaster brake the old habit has returned. I will take a longer and round about way almost any time in order to get a coast down a particularly fascinating hill.

"There is something so exhilerating in shooting down a long grade, without even having to shift your feet from the pedals, and I can never resist the temptation to do it. It seems to me that then, as at no other time, is the height of enjoyment reached. It is this that tempts me to try a motor bicycle. If I get such pleasure out of a coast of a quarter of a mile or so why couldn't I increase it proportionately by riding a machine that would give me a perpetual coast?"

The Drinks That Served Two Purposes.

"How I Warm My Motor and Myself" might be the title of a brief homily that was delivered by Will R. Pitman on the cold Saturday morning of last week, when he got out before breakfast to watch Commissioner Woodbnry run his squee-gees along Fifth avenue, and quite incidentally to "get took" in the photographs. Pit. had his faithful Kelecom motor bicycle with him and came exploding down to the scene in fine style at 7 A. M. The thermometer stood at 35, and the Kelecom stood against the side of a building opposite the Waldorf-Astoria for half an hour. With the cold carburetter the gasoline did not etherize readily, and Pitman had trouble getting the machine a-moving.

"I know," he said, "it's cold. It acted the same way when I first took it out this morning. Now, see how we fix this. I'm cold myself and so are you. Come along and have a drink with me."

Pitman led the way to a hostelry, where he lugged the big motor bicycle inside the swing doors and stood it up near the radiator. Then he and his companion warmed their inwards liquidly and lingered over their imbibing while the motor was getting warm. When he took the machine out again it started with the first spark, and Pit. sailed off looking pleased as a babe with a tickled foot and exclaiming:

"I told you so. All it needs is a little mother wit and the price of a drink."

TO INCREASE SPEED LIMIT

New Law Proposes Ten Instead of Eight Miles—Hackman's Admission at Hearing.

Bicyclists are for the most part lucky mortals in these days when the automobile is getting the brunt of the persecution devised by the prejudiced, but they are included in the whole mass of vehicles by the men who are afraid of rapid progress of any kind and are trying to prevent the passage of an ordinance in New York City permitting the terrible clip of ten miles an hour to bicycles and automobiles. The timorous trio, who are always on hand in New York on such occasions with tragic tales of the menace to life that the automobile is, heard themselves talk extensively at a hearing on the speed question before the Law Committee of the New York Board of Aldermen last Friday. J. L. Brower, of the West End Association; J. B. Backus and Horace Parker, of the Committee of Fifty, were the three men in a distinguished gathering who stood apart from all others and opposed the terrific speed of ten miles an hour. Century riders who know what it is to average twelve miles an hour for one hundred miles with stops included should have been on hand to try to make the lovers of slow going understand what a really slothful gait ten miles an hour is.

A. R. Shattuck, the automobilist, made the point that at eight miles an hour, all that is allowed by the present law, it would take five hours to go from one end of New York City to the other. A hackman, James Brown by name, told a wholesome truth when he said:

"Aw, ten miles an hour ain't nothin'. I drive fifteen miles an hour every night and sometimes twenty."

The same Mr. Brown enthusiastically indorsed the suggestion of a motor bicyclist who was present that the speed limit be made ten miles an hour for bicycles, automobiles and horse drawn vehicles as well. Half a dozen persons at the hearing spoke in favor of the increased speed and the chairman of the Law Committee plainly favored it, while only the trio mentioned opposed it. Although cyclists are not bothered as much now as formerly, because the cranks have turned to the automobile as the latest thing to call "jnggernaut" and "demon," yet it would be better for them and all to have a more reasonable limit,

What One Doctor Did.

What the motor bicycle means in an emergency is illustrated by an instance detailed in the English papers. Being called to attend a case of lockjaw, the physician, whose name is given, found that the nearest town at which the necessary serum could be obtained was 66 miles distant. As neither the mail nor the express could fetch it within 36 hours, he immediately mounted his motor bicycle, obtained the remedy and reached the bedside of his patient in time to save his life, having ridden the 122 miles in less than six hours.

GAS LAMPS BEST

Why They are Superior and Safer Than Oil and Worth the Care Involved.

"Now that the evenings are closing in and few afternoon runs can be finished without lighting up, I suggest that more serious attention should be given by riders to the use of acetylene lamps than has hitherto been the case," says Henry Sturmey in The Cyclist.

"As for the reason of this, any one who likes can make observations for himself upon any dark night, when he will find that, whereas the users of acetylene lights can be readily seen from behind, by reason of the large patch of light thrown upon the ground and around generally in front of them, it is next to impossible to perceive many riders at all until right upon them, these using weak oil lights, quite sufficient to indicate their approach from the front, but entirely inadequate to show their position from the rear, or, for the matter of that, to be of any real use to themselves in showing up things in front of them. I conclude that many eyelists only carry lamps at all in order to comply with the law; but whatever may have been the case in the past, there can be no doubt that to-day lights, and strong lights at that, are really wanted for riders' own protection. Nothing will be of real utility which gives much less light than a gas lamp.

"'Oh, yes, I've had some.' I fancy I hear a reader remark, but that is just the point I am coming to.

"When acetylene lamps first made their appearance the idea undoubtedly "caught on," and there is little doubt but that, had they been reliable, and suitable productions, they would long ere this have entirely ousted the oil lamp, but the gas lamp movement was largely killed in its infancy by cheapness and its very simplicity.

"A cheap acetylene lamp is worse than a 'cheap' pneumatic, and most cyclists know what sort of a thing that is. These 'cheap' gas lamps soon fell to pieces, refused to work properly, were messy, dirty and unreliable, and 'went out' as quickly as they came in; and to a large extent took the better class lamps with them. But most cyclists now know-or at any rate they are now beginning to appreciate the fact-that a machine is not cheap which is merely cheap in price, but that the really cheap article is the one which will fulfil their requirements rather than the one which will not, even though it cost more money. And the same holds good with the lamp. Very cheap oil lamps can be made which keep alight and serve sufficiently well to merely comply with the law, but if a really effective light is required, a lamp of good quality, whether oil or gas, must be empleyed. Then, again, one of the reasons given for the decline in favor of the gas lamp was that it was 'so much trouble,' and

another that it was 'messy,' but, carefully analyzed, these reasons have but little foundation in fact; at any rate, both the trouble and 'mess' are little, if any, more than characterize an oil lamp, if it is to be kept in really good order. All that is necessary with a good acetylene lamp is that it be cleaned out and filled up freshly when required for use, and this really is not a trouble. It need be but the work of a few seconds to detach the container, and with the blade of a pocket knife, an old key, a nail, a piece of wood, or anything of such like character, to break up the cake of deposit and empty it out on the road or down the sink, replace it with fresh, and screw into place again; while to screw off the cap of the water vessel and fill from a jug or tap is likewise no great task, and if a proper 'pricker' in metal case is used, the work of clearing the burner, should it be choked, is done in about ten seconds."

First Century for Motocyles.

The first open century run ever confined exclusively to motocycles occurred on Election Day, November 4th. It was conducted by the New York Motor Cycle Club over the Brooklyn-Valley Stream-Amityville course on Long Island. The run was started in two divisions, an hour apart, the fast pack scheduled to complete the hundred miles in six hours, the slow one in eight hours. Of 30 starters, 14 joined the first division, 12 the second and four stragglers left singly from 20 minutes to an hour and a half late.

Of the 30, 17 survived, one of them, A. P. Palmer, outside the limit, and another, C. Mankowski, having been towed for several miles. Those who qualified for survivors medals were as follows: Roland Douglas, James Farley and G. Miller, each on an Auto-Bi; B. Guy Warner, on a Royal; W. P. Dugan, S. W. Anderson, D. D. Miller, W. H. Wray, W. E. Fontaine and H. P. Macrery, on Orients; E. J. Willis, on a Merkel; F. P. Baker, on an Indian; George P. Jenkins, on a Marsh; H. Jehle, on a P-T, and Will R. Pitman, on a Kelecom.

Tire, belt and electrical troubles caused most of the failures, the early nightfall making repairs difficult and causing several men to "chuck it" when within 15 miles of the finish. The most serious trouble was the breaking of two piston rods and the weakening of another. One of the men who suffered in this wise was towed 15 miles by Jenkins and Fontaine and eventually finished in the trailer attached to Willis's Merkel. Willis's young son had occupied the chair on wheels until the unfortunate was met; the latter then took the youngster in his lap and Willis drew the double burden some 15 miles without trouble.

"Many thanks for notifying me of the expiration of my subscription. Inclosed please find the amount of renewal. I cannot get along without my weekly caller. Do not let me miss a single issue."—C. H. Denison, Mystic, Conn.

USE OF WRENCH

Here's a Man who Claims That the Average Cyclist Don't Know how to Handle it.

"It gives me a bad case of the 'nerves' to see some men handle a monkey wrench," remarked an old rider. "They are just about as fit to be trusted with it as a child or a drunken man is with a loaded pistol.

"Now, most riders can carry a wrench and use it only when there is a need for it. In the first place, such men seldom have to use a wrench, for things do not often go wrong. They go over the machine occasionally and see that all nnts, holts and screws are tight. Then the wrench becomes merely an emergency tool—like a hand pump—to be requisitioned only when something unexpectedly goes wrong.

"But the men I refer to are always fussing with their wrenches—like a toper with a flask, who was always pulling it out and taking a swig.

"They never learn to handle a wrench properly—apply the pressure toward the open end of the wrench, so as to spread the jaws. Then they loosen the nuts so they can have the pleasure of tightening them again. You can tell them by the round corners on the nuts and bolts, or the places where the enamel is worn away by careless use of the wrench.

"Every time I see one of these riders I feel like taking his wrench away from him and giving him a good berating, and, at the same time, instruct him in the use of it."

Have Made More Than 1,000,000 Bars.

What the Ideal Plating Co., of Boston, cannot supply in the way of bandle bars, will be difficult to secure anywhere, and there is this to be said of the Ideal bars: In quality and finish there are none better or more conscientiously made in this country or in any other. That they are appreciated is evidenced by the fact that this season was the best the Ideal Co. experienced since 1894, when they first engaged in the manufacture. In the eight years that have intervened they say they have sold more than 1,000,000 of their bars, which are made in three grades.

The best bars are made of seamless tubing and the No. 2 grade of clincher joint laminated tube. The No. 1 and No. 2 grades have a heavy duplex triple plate. This means first a cyanide copper, then an electrotype copper, which is buffed down bright and then nickeled over. This process makes steel stand the weather as good as would copper or brass.

The Ideal people are also making a motorcycle bar, in any length or shape. The stems are all made from one-piece forgings, both expander and forward extension. They are also making a forward extension from drop forging with three-inch forward throw and 3½-inch down stem where it goes in head. These are finished in a medium finish and are slightly cheaper than the regular Ideal extensions and are suitable for those wanting a medium price stem.

RACING

There is promise of as much interest as ever being taken in the six-day race of this year, which will be started in Madison Square Garden at five minutes after midnight on the morning of Dec. 8. Thus far eight teams have signed for the race, and J. C. Kennedy, who is now in France making contracts with European long distance cracks, is expected to arrive here on the 25th, with Elkes and Bald and four or five pairs of foreigners. The teams that have signed are Floyd McFarland, the California sprinter, and Otto Maya, of Erie; Will C. Stinson, New England's champion pace follower, and James E. Moran, of Chelsea, Mass.; Nat Butler, of Boston, and Charles Turville, of Philadelphia, both crack sixday performers; Will Fenn, of Bristol, Conn., and Pat. Keenan, the flying Irishman. of Lowell, Mass.; John and Menus Bedell, of Lynbrook, L. I.; C. D. Barclay and Franz Krebs, of Brooklyn; Jed Newkirk, of Chieago, and Jaeobson, of New Haven, and George Leander and "Farmer" Wm. Blum, of Chicago. The last mentioned pair will be known as the team of "giants," and John West, the veteran trainer, expressed great confidence in their abilities. Blum is a recent "discovery" of West's.

Eddie Bald effectively demonstrated on October 26 that his victories abroad were not flukes, but prove a genuine and almost electrifying return to form. On that date, at the Parc des Princes track, Paris, and in the presence of 20,000 spectators, he gave Thorwald Ellegaard, the hall-marked "world's champion," a drubbing so decisive that the Dane literally "took off his hat" to the American. The race was run in three heats, each of 1,458 yards, and each was a jockeying match. In the first, the Dane outgeneralled Bald and won by half a wheel in 5:13. In the second and third heats Bald turned the tables on Ellegaard and, after the usual crawl, jumped away and won amid almost riotous enthusiasm; times,

4:31 1-5 and 4:15 1-5. On the same date Mihael won an hour's race as he liked, beating Dongla, Bouhours and Ryser, and eovering 44½ miles.

Durando Miller, the sixteen-year-old son of James Miller, te veteran oarsman, is now the possessor of the historic Citizens' Cup of the New York Athletic Club. Young Miller not only earned the cup by eapturing the fifteen-mile handicap road race on Eleetion Day, but also won the first time prize and established a new record for the eourse. His time for the distance was 45 minutes 123-5 seconds. This is nearly one minute better than the former record, which was held by W. J. Douglass.

Te race was started at noon from Travers Island, the course being over the Pelham road through New Rochelle to the Boston road, through Larehmont to Mamaroneck, and back by a detour to Travers Island.

Robert Walthour, the crack pace follower, and winner of last year's six-day race, had a fall on Tuesday night while racing in his natiee city of Atlanta, Ga., but escaped with a broken collar bone. Walthour and Nelson were riding a uaced match race. In the second lap of the fourth mile, while Walthour was trying to pass Nelson, the pacing machines collided and every one went down. Nelson dived twenty feet over the back of the track, but he was uninjured and neither of the men on the motor bieyeles was hurt.

Fifty miles an hour on a bicycle behind pace has been brought nearer than ever by Contenet, the French rider, who succeeded in riding 48 miles 695 yards at the Buffalo Velodrome, Paris, on October 30. Contenet was not a bit distressed at the finish of the hour, for he went on after the 100 kilometer record and reduced it by five minutes, covering the distance in 1 hour 17 minutes.

While "Bobby" Walthour found relays of nine horses too much for him, he had no trouble in defeating the crack trotter, Cresceus, at Piedmont Park, Atlanta, Ga., November 7, in a mile exhibition race; Walthour did 2:22½ to the horse's 2:32. The track was soft and treacherous, and prevented fast going.

If you would

IMPROVE THE QUALITY

of your bicycle, equip it with a

Persons Saddle



If you would

MAINTAIN THE QUALITY

of your bicycle, continue to employ

The Persons

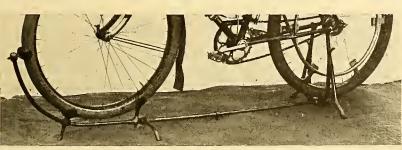
It is so generally admitted to be the unimpeachable best that when a reputable bicycle is equipped with any other saddle it affords grounds for suspicion.

THE "CORSON" MOTOR CYCLE STAND.

Price, \$5.00, F. O. B.

An absolute necessity to every user of a Motor Cycle as a holder for cleaning, adjusting and test-ing mixture and ignition.

Guaranteed to hold machine and rider with motor running.



NO MORE STRETCHING OR SLIPPING OF BELTS, THE BANE TO MOTOR CYCLING. CORSON "KANTSTRETCH" B

The "KANTSTRETCH" belt is guaranteed not to STRETCH or SLIP and to be impervious to water, if kept clean and dressed occasionally with "Holmefast" belt dressing. Belts made to order to fit any motor cycle. Prices quoted on application, giving shape, size and length of belt wanted.

AUTOMOBILE AND MOTOR CYCLE COMPANY,

E. H. CORSON, Manager.

Office: Pope Building, 221 Columbus Ave., Room 22, BOSTON.

C. A. PERSONS, President

WORCESTER, MASS.

The Week's Patents.

712,528. Mechanical Movement. Daniel H. Haywood, New York; N. Y. Filed February 12, 1902. Serial No. 93,676. (No model.)

Claim.—1. The combination with two members, each adapted to be alternately employed as the driving and the driven member, and gearing therefor, adapted to give a different relative rate of speed to the said members, of an automatic clutch mechanism for automatically connecting the two said members to move at a different relative speed, according to which member is employed as the driving member.

712,553. Bieyele Attachment. Ira A. Lawrence, Campbell, N. Y. Filed September 20, 1901. Serial No. 75,760. (No model.)

Claim.—The combination with a bicycleframe including rear forks and rear tie-rods rigidly connected at opposite sides of the frame and having openings at their points of connection to receive a wheel-axle, of a plate at each side of the frame, each of said plates having a laterally-projecting lug at one edge having a perforation and a bolt engaged with said perforation and the axle-receiving opening at that side of the frame, said plate having also a longitudinal slot and a lug at one end beyond the slot and provided with a perforation, a block having a reduced portion slidably engaged in the slot of the plate and having a plate secured there against and overlapping the slotted plate to prevent withdrawal of the block, a lug upon the side of the block having a rod slidably engaged in the perforation of the lug at the end of the plate, a helical spring upon the block to hold the rod yieldable at one end of the slot of the plate, a brace connected to the upper end of the plate and having a clip engaged with the adjacent fork side, and a wheel having an axle engaged with the blocks of the two plates.

712,556. Combined Coasting Hub and Brake for Bicycles. Henry Lear, Newport, Ky. Filed January 7, 1902. Serial No. 88,-769. (No model.)

Claim.-1. In a combined coasting hub and brake, a stationary shaft adapted to be secured to the forks of the bicycle, a hub journaled upon the shaft, a sleeve also journaled upon the shaft, a sprocket-wheel se-cured to one end of the sleeve, frictional surfaces formed upon the interior of the hub at each end thereof, frictional disks journaled loosely upon the sleeve and arranged in juxtaposition to the frictional surfaces, camteeth formed upon the inner face of the frictional disks, two collars secured rigidly to the sleeve, cam-teeth formed upon each of the collars, the cam-teeth of the two different sets of collars and disks so beveled as to operate in opposite directions to one another, substantially as and for the purpose set forth.

712,580. Motor-Car Saddle and Handle-Bar Support. Charles P. Norgate, Orrell, England. Filed May 31, 1902. Serial No. 109,-707. (No model.)

Claim.—In supports of cycle and auto-vehicle saddle and handle-bar pillars, the combination of the pillar—the spring—having its lower end fastened to the lower end of the pillar (a) an outer sleeve, a pin (d) held in the outer sleeve and passing through the pillar, and to which the upper end of the spring is attached, and slots in the pillar in which the pin works vertically, all arranged so that the pillar is suspended from the pin by the spring which stretches when pressure is applied to the pillar.

712,698. Bicycle. James W. Master, San Diego, Cal., assignor of one-half to Charles R. Richards, San Diego, Cal. Filed May 15, 1902. Serial No. 107,494. (No model.)

Claim.—In a bicycle, or a like vehicle, the combination of a drive-wheel, differential gears carried upon each side of the drive-wheel, a rotable side shaft upon each side of the drive-wheel, differential gears carried upon both ends of the rotable side shafts, a crank shaft, a sleeve carrying differential gears adapted to alternately engage the gears of both rotable side shafts, a gear connection between the sleeve and the bearings for reciprocating the differential gears, bearings in which the sleeve reciprocates, a sector carried by the reciprocating sleeve, a rack engaging the sector on the sleeve, and a rod connecting with the rack for alternately oscillating the sleeve and changing the speed of the gears.

712,784. Bicycle-Frame, Robert Ellis, Niagara Falls, N. Y. Filed September 10, 1902. Serial No. 122,802. (No model.)

Claim.—In a bicycle, the frame comprising the bars, sleeve post and pivoted upper and lower frames, the upper frame provided with the sleeve having the side perforated lugs, the bar constructed with the reduced portion engaging said sleeve, and shouldered and the forward end pivoted to the seat-post, the springs pivoted on each side of the bar and having their ends engaging the eyes in the side lugs, the block pivoted to the side arms of the hub and to the forward end of the frame, the whole adapted to operate substantially as described.

March 7, 1902. Serial No. 97,071. (No model.)

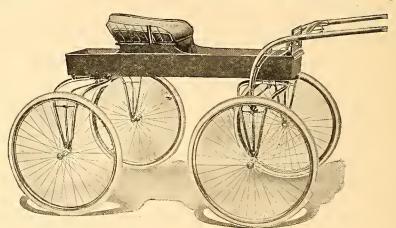
Claim.—1. A toe-clip comprising a substantially U-shaped bridge-piece provided with a group of holes, means for detachably securing said bridge-piece upon the pedal, a flexible strap provided with a plurality of group of holes, each group being adapted to mate said group of holes in said bridge-piece, and fastenings for detachably engaging said holes in said strap and said holes in said bridge-piece.

712,985. Variable Sprocket-Gear, William D. Wansbrough, Lincoln, England. Filed February 18, 1902. Serial No. 94,624. (No model.)

Claim.—1. In an expansible wheel, the combination, with a flexible divided zing provided with a series of laterally-projecting pins, of two superposed plates provided with slots which cross each other and engage with the said pins, and means for revolving one of the said plates relative to the other to adjust the said ring, substantially as set forth.

Bicycle Ideas in Speed Wagons.

As showing how the "bicycle idea" has been carried into speed wagons and incidentally as showing a vehicle of the sort made by bicycle makers and which a number of bicycle dealers are selling to their



712,791. Muffler for internal Combustion Engines. Carl G. Hedstrom, Portland, Conu., assignor to George M. Hendee, Springfield, Mass. Filed October 28, 1901. Serial No. 80,192. (No model.)

Claim.—In a muffler having closed ends and a discharge-opening in one of said ends, the combination of a deflecting plate secured by one edge to said end, and having its opposite edge in close proximity to the surface of said end, whereby the gases are turned from their normal line of discharge and are deflected to issue from said plate in opposing directions, in the same plate.

712,929. Valve for Internal Combustion Engines. Carl O. Hedstrom, Portland, Coun., assignor to George M. Hendee, Springfield, Mass. Filed October 28, 1901. Serial No. 80,191. (No model.)

Claim.—1. The combination with the cylinder of an engine, of a valve body, and means for removably securing the latter to the cylinder consisting of interlocking devices between the valve-body and the cylinder, a bushing screw-threaded into said valve-body, and means to hold the bushing against rotation, whereby the rotation of the valve body will cause the said interlocking devices to engage.

712,953. Toe-Clip. Fred J. McMonies and Walter H. McMonies, Portland, Ore. Filed profit, the accompanying illustration of the speed wagon made by E. C. Stearns & Co., Syracuse, N. Y., is of interest. The truss form of construction not only brings down the weight of the wagon to 42 pounds, but permits the employment of a turnbuckle underneath the body of the wagon, allows the axle to be adjusted to any weight of driver, thus keeping the wheel perpendicular and in exact line. Adjustable truss rods on the shaft enable them also to be kept perfectly true, and the consequent absence of friction, sidewise motion and dragging, is claimed to make the wagon seconds faster than any other.

Should be Effective, not Effusive.

Window displays are powerful helps to trade, if they are attractive. In order to be effective they should not be effusive. Too many windows, like too many advertisements, are overcrowded and "messy," says a contemporary. They are a jumble of all sorts of things. Their owners think they must place in them samples of everything carried in stock. It is better and far better to place in them a few attractions at a time, changing these daily, or certainly two or three times a week.

The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVI.

New York, U. S. A., Thursday, November 20, 1902.

No. 8

REORGANIZATION NOT READY

Despite Other Rumors, A. B. C. Report is not Drafted—An Inkling of the Plan.

R. Lindsay Coleman, president of the American Bicycle Company, and one of the receivers for it, said on Tuesday that, despite reports to the contrary, there would be no definite plan of reorganization submitted to the stockholders for several weeks yet. He confirmed the statement that the reorganization would involve a radical change in every way and a great reduction of the capitalization. Mr. Coleman declared emphatically that he would get out as soon as the reorganization is completed. His resignation is already written. He said: "I have carried the thing along for two years and a half against the greatest kind of odds. Now I want to let some other fellow run it. When it has been all fixed up anew and the stocks have some standing, it can be run all right, but I'm not going to do it. I have other things I want to do. I'm going out in my automobile now and forget it."

Concerning the co-operation of the A. B. C. with the independent makers in an effort to raise prices, Mr. Coleman said that the receivers certainly would co-operate if permitted to do so by the court, but that they could not do it without such permission. "We are under the orders of the Court to sell and realize on our stocks, and we cannot raise prices on them or enter into any agreement to do it unless we get the court's consent," he explained.

Meetings of the fluanciers who compose the organization committee were held Monday and Tuesday at the offices of Vermilye & Co., on Nassau street, corner of Pine street, New York. Colonel A. A. Pope attended, but President Coleman preferred to go out in his automobile. Nothing was officially given out for publication, and it was understood that the plans were not yet completed. Colonel Albert Pope left New York for Boston Tuesday night.

One of the directors of the company said that the plan would be to merge the debenture bonds of the company with the preferred stock and to levy an assessment on the common stock. There are now only six of the original forty-seven manufacturing plants turning out bicycles, three in the East and three in the West.

Gillettes Go Under.

L. P. Waldo Marvin was last week appointed receiver of the well known bicycle and sporting goods house of Gillette Bros., Inc., Hartford, Conn., on the application of Albert A. Pope, R. Lindsay Coleman and Arthur L. Shipman, ancillary receivers of the American Bicycle Co.

In the complaint it was set out that defendant has a capital stock of \$10,000, and that the plaintiffs as receivers were creditors of the defendant in the sum of \$2,782.25. It was alleged that the defendant owed about \$6,000, and that it had assets of about \$3,500. The complaint said that the defendant was unable to meet its obligations, and that unless a receiver was appointed the property of the defendant would be attached and its business suspended and assets thereby wasted. The directors of the defendant had voted to join with others in the appointment of a receiver, and the application for the receiver was made in behalf of the petitioning creditors and the other creditors of the corporation.

Under the appointment Mr. Marvin is given authority to continue the business of the corporation for a period of four months.

Mossberg Incorporates With \$110,000.

The Frank Mossberg Co., a copartnership, has been succeeded by the Frank Mossberg Co., a Rhode Island corporation, with paid in capital of \$110,000. The Mossberg concern is, of course, the one so well known to the cycle trade as manufacturer of bells, wrenches, etc., at Attleboro, Mass., where the factory will be continued. The corporation is naturally in the nature of an enlargement that will reach out for greater things. The president is Charles Sisson, of the Hope Webbing Co.; the vice-president and general manager is Frank Mossberg, the treasurer is C. M. Polsey, and J. B. White is the secretary. The officers are members of the board of directors, and the other directors are J. Vinton Dart, assistant city engineer of the city of Providence, and D. McNiven.

The factory of the A. H. Warner Co., Bristol. Conn., was badly damaged by fire last week. The concern included cork grips among its manufactures.

ASSOCIATION NOT FORMED

Manufacturers Talked Only of Stripped Bicycles, Then Adjourned Until Fo-morrow.

After talking all of last Thursday and Friday about stripped bicycles the meeting of bicycle manufacturers at the Waldorf-Astoria, called by George N. Pierce, who makes only high grades, adjourned without definite accomplishment. The chief point of agreement was that another meeting be held in Cleveland to-morrow, the 21st inst.

Newspaper men were rigorously excluded, and nothing for publication was given out, but the best information obtainable makes it appear that no effort was made to organize the national association, as suggested by resolution of the original meeting at Cleveland.

The committee which was appointed on Thursday to report a plan of action on the following day was apparently absorbed in the omnipresent discussion of the price of stripped bicycles; certainly if the committee submitted a specific report of any kind bearing on the general object in view, the secret has been unusually well guarded.

"Words, not deeds," characterized the session of both days, and when all was said it was made the "sense of the meeting" that the price of stripped bicycles be—well, never mind how many dollars. It was \$1 less than the price that had been voted down on the first day, and lower than the quotations of which some of those represented in the "sense of the meeting" had gone out of their way to hurriedly book orders twenty-four hours previously.

It is possible that the adjourned meeting at Cleveland to-morrow may be productive of more sincerity and more tangible accomplishments.

Ashby Now Sales Manager.

E. K. Ashby has been appointed sales manager for the E. R. Thomas Motor Co., Buffalo, succeeding to the vacancy left by E. B. Olmstead. Mr. Ashby was formerly a well known and successful dealer in Evansville, Ind., where he developed a great aptitude for motor bicycles.

WHAT SPOILED DEALERS

One Man's Views of Their Lack of Enthus-lasm—Men Have Changed With Machines.

They were talking about the changed attitude of the tradesman, and more particularly of the average dealer—his disinclination to conquer difficulties that a dozen years ago would not have feazed him.

"He has been spoiled by the wonderful improvement that has taken place in machines," exclaimed an old timer whose experience went back to the pre-safety days.

"To-day bicycles are almost perfect. The guarantee is short, and the burden of looking after machines is infinitesimal compared to what it formerly was. The dealer's repair shop, where he runs one, is a money making proposition instead of, as formerly, resulting in a loss and being an adjunct to the salesroom. Consequently if anything should go very wrong and require a lot of looking after the dealer is all at sea. Either he hasn't the facilities or he lacks the inclination to throw himself into the breach as he formerly did.

"Why, years ago, when wheelmen were most enthusiastic, machines gave all manner of trouble. Breakages of all kinds were of the most ordinary occurrences. The guarantee was for a year, and riders expected it to be lived up to, and looked to the dealer to be the buffer between the maker and himself.

"What was the result? We—for I was a dealer then—had to jump in and 'make good' ourselves.

"There was one season that we put forty new heads in English machines-forged and brazed them right in our own shops rather than wait for new forks to come from the other side. Another year we had the spokes in an American machine go wrong. As soon as we learned how serious the matter was we made preparations to respoke wheels ourselves as fast as they came in-and there were several scores of them before we got through. Once it was broken frames we had to contend with; and we kept new frames constantly on hand and gave a rider back his machine an hour or two after he brought it to us. And so it went through the whole list. We had to back up the machines, and we did it to the queen's taste. Of course, the makers replaced all the parts we sent them, but we were out our time.

"As to pneumatic tires, they were enough to qualify one for a funatic asylum.

"From the time I sold the first one, in 1891, until they had been in use three or four years there was nothing but 'rouble with them. Time and money without limit were spent on them, and that, and 'nat only, made them right. Without them the sir tire would have been swept out of use by a host of indignant wheelmen.

"But it turned out just the other way.

And why? Why, because we all turned in

with a will and made wrong right until it stayed right. Punctures were almost the least of the evils that afflicted us. Defects developed in the fabric, in the covers, in the tubes and valves—everywhere, in fact, that they could develop. In time the makers got them all right, but we were led a pretty dance in the interval.

"If some of the dealers of to-day had to go through such times now they would soon find out how pleasant their lines are at present, and would welcome and not decry motor bicycles simply because they give some trouble."

Increase of Spring Seat Posts.

Each succeeding year having seen them gain ground in the natural order of things, spring seat posts are due for a considerable inuing next season. How much of an inning may be imagined from the experience of W. J. Loomis, manager of the Berkey Spring Seat Post Co., Grand Rapids, Mich., who was in New York on Monday last after a tour of the Eastern jobbing trade. Before he left the factory he had prepared for a 50 per cent increase of production. When he reaches home it is his intention to more than double this year's output. He booked no order for less than 100 posts, and took several for 1,000.

His Individual Business.

A New York salesman has worked up what he calls an "individual export" business. It is the sale of bicycles to foreigners who want to take them home with them as baggage. The business has been worked up by cultivating the friendship of the consuls of the different foreign powers, and the consuls send their countrymen to this enterprising salesman whenever any of them happen to want anything in the bicycle line. New York is not the only city that has foreign consuls and visitors from abroad. If there was more clever activity of this sort there would be a better tone throughout the trade.

What Makes an Extra "Special."

Great Britain's largest manufacturer, Rudge-Whitworth, Ltd., has come to the cotterless crank shaft, the axle and left crank being formed in one piece. This and a new pedal, new front fork, handle bar adjustment and aluminum rims and guards are the chief features that make np the concern's 1903 "Aero Special," listed at \$80, \$15 more than the plain, ordinary Special of 1902.

Cole Found Dead.

Everett Cole, who formerly manufactured "Greyhound" bicycles at East Brookfield, Mass., was recently found lying in the woods near Likton, Md., by gunners. Cole, who has had business reverses, was apparently demented. He lives at Worcester, Mass., and had gone South selling a patent awl handle of his own.

Tires at \$12.50.

One of the well known makes of English tires is now quoted at retail at the price of \$12.50 a pair.

THOSE CENTURY TROPHIES

Their Whereabouts Still a Mystery and Ludlum's Receipt Called into Question.

A prominent member of the Century Road Club Association sheds a little light on the squabble about trophies that is now going on between the "Association" and the "Americas." This authority explains that the trophies were put up by different organizations for clubs having the greatest number of finishers in their century runs on Long Island, and that they really were won by the Association, which at the time was a part of the Century Road Club, because the national organization could not qualify as a club, while the Association could. The fact that the trophies were inscribed with the name of the Century Road Club of America does not, it is claimed, alter the fact of their having been won by the Association and actually belonging to that body.

Beyond the question of title, however, there is another one more serious, which is darkly hinted at. The Americas have in their possession, or rather their lawyer has, a receipt signed by H. A. Ludlum, as secretary of the Association, setting forth that he had received the property in dispute from the Century Road Club of America, that it had been "loaned for safe keeping" and was to be returned "upon demand." This letter is the strongest argument of ownership that the Americas have. The letter was written by Ludlum when he was secretary of the Association, and shortly before the difficulty which caused the Association to start on an independent career in opposition to the Americas. Ludlum cast his lot with the Americas, and he is now the candidate for president of that organiza-

The same authority who explained the elaim that the Association had to the trophies says that the receipt written by Ludlum, as secretary, never was authorized by the Association, and that there is nothing on the minutes to show that it was.

Meanwhile the whereabouts of the cups and banners is a dark mystery. They are not in the elubhouse, in Fifty-third street, New York, and every member professes absolute ignorance as to what has become of them.

Gasolene for Wounds.

That wonderful fluid, gasolene, has been discovered to possess another virtue. Writing to a contemporary, a motocyclist who severely cut his hand with a screw driver while adjusting his machine says he applied a rag soaked in gasolene to the wound, and to his surprise the bleeding stopped and the pain disappeared.

"How to Drive a Motocycle." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York.

THEY ARE RESPECTABLE

None Doubted it but L. A. W. Was Sacrificed to Emphasize it--Regulars Win.

The respectability of C. J. Obermayer, president of a German bank in Brooklyn and chief consul of the New York Division of the League of American Wheelmen, and that of his fellows who have contributed so superbly to the calm, quiet, graveyardish conditions existing in the organization, has been maintained. It cannot be recalled that any one ever doubted their respectability, but Obermayer and his friends made it so appear, and by means of personal appeals to league members secured "vindication" by a majority as handsome as any man on their ticket.

The ballots in the State election, which closed November 1, were counted on Saturday last, and disclosed that result. The "independents," who made "a live league or a dead one" the issue, were beaten by a vote of about four to one, but one of their candidates, Robert Bruce, of Clinton, being elected. The vote follows:

For Chief Consul—C. J. Obermayer, Brooklyn, 759; Joseph Oatman, New York, 190. For Vice-Consul—W. M. Thomas, Albany, 755; R. G. Betts, Brooklyn, 193.

For Secretary-Treasurer—J. F. Clark, New York, 914.

For Representatives, First District—Rudolph Hepp, New York, 278; George C. Pennell, New York; 291; W. H. Hale, New York, 287; Fred S. Wells, New York, 281; Benjamin H. Newell, New York, 138; George C. Wheeler, New York, 131; Will R. Pitman, New York, 134; F. B. Bradley, New York, 107; Charles E. Miller, New York, 111; M. L. Bridgman, New York, 134; scattering, 16.

Second District—G. T. Stebbins, Brooklyn, 122; N. S. Cobleigh, Brooklyn, 164; Richard J. Wulff, Brooklyn, 38, and H. P. Macrery, Brooklyn, 12.

Third District—C. F. Smith, Cutchogue, 12. Fourth District—S. Allen Mead, Peekskill, 53.

Fifth District—E. V. Sidell, Poughkeepsie, 15.

Sixth District—C. P. Hermance, Hudson, 15.

Seventh District—S. V. Cole, Newburg, 6. Eighth District—Harry W. Smith, Albany, 20.

Ninth District—Delancy Watkins, Schenectady, 9.

Tenth District—H. O. Folger, Waterford,

Eleventh District-No nomination.

Twelfth District—Robert Bruce, Clinton, 4.
Thirteenth District—Theodore Coles, Oneida, 1.

Fourteenth District—No election.

Fifteenth District—F. H. Warner, Ithaca,

Sixteenth District—E. P. Gardner, Canandaigua. 6.

Seventeenth District-No clection.

Eighteenth District—E. E. Mansfield, Niagara Falls, 3.

Nineteenth District—C. Lee Abel, Buffalo, 30.

Twentieth District-No election.

Improvements in the Marsh.

The Motor Cycle Mfg. Co., Brockton, Mass., now has the Marsh motor bicycle of 1903 well in hand, and will have it ready for display at the automobile show in this city in January next.

The general design of machine will be the same as the 1902 model, except that the motor will be just about twice as powerful and will be lower and nearer to the ground. This, they believe, is a step in the right direction, inasmuch as it is very essential to have the weight of the motor as low as possible. The motor will be 31/8 inch bore by 3½ inch stroke, giving 3½ horsepower on the brake. The rear driving pulley will be made of wood, being a part of the rim to which the tire is cemented. This gives large diameter of rear pulley, which reduces the liability of belt slipping. The belt will be 11/4 inch wide, of double thickness and made up endless. This extra width, together with the increased diameter of pulleys, will make the belt last much longer. The flywheels of the new engine will be larger in proportion than those of the old one, and cause the machine to run steadier and at a slower pace in rough places. The weight will be about 125 pounds.

What may be Scraped Together.

Regarding old stocks of bicycles in the factories of the American Cycle Mauufacturing Company, one of the directors of the parent concern, the A. B. C., said that he thought possibly by scraping together all odds and euds, there might be two or three thousand wheels made up from all the factories, but not more than that. All the plants were much behind in their product, he said, and there is now, for the first time in years, a prospect of the supply not exceeding the demand, and even of a shortage. Continuing, he remarked: "There has been a tremendous over-production ever since 1896. Each year every factory in the country carried over more goods and each year it turned out more, because it could produce them easier, and the manufacturers believed they could market them cheaper. The situation has been worse than was generally known, but now the overproduction has ceased, and there is solid ground to stand

Front Forks a Feature.

The front fork of the 1903 Merkel motor bicycle will be one of its features. It will have its sides extended through the crown plates to the top of the head, where it will be secured to the stem with a liberal clip; the handle bars will have two stems that will enter the extended fork sides, thus forming practically a triple fork, and one which will relieve the fork stem of all bending strain.

SIGNS THAT SERMONIZE

Placards Employed by a Live Dealer That Make Strong Points for Cycling.

A live manager or salesman can always do something to help matters during the dull season. A few wise words timely spoken are always effective, often more so than is thought.

In Warren street, New York, the store where Elliott Mason presides as manager the retail sales of the American Cycle Mfg. Co.'s line are being helped by some well printed and plain reading notices displayed in the front window. These are made appropriate to the season and to whatever may be going on, whether it is election or other holiday, and are changed frequently. At present the following are on evidence in the window:

"Cycling—A refined, healthful and pleasant outdoor recreation; insuring continuous pleasure and added zest to life. Not confined to any season, but useful throughout the year."

Thanksgiving Proclamation.

"Eat strenuously, but avoid dyspepsia and headache by topping off with a ride on a bicycle."

"A man takes 2.112 steps walking a mile, allowing thirty inches to each step. Riding a bicycle of medium gear he takes 272 steps going an equal distance. What a waste of time and energy is caused by walking."

Inside the store a larger sigu on the wall reads:

Bicycle Sense."

"Do you enjoy good health? A bicycle will insure its continuance.

"Are you a lover of nature? Enjoy it under the most favorable circumstances by riding a bicycle.

"Don't get run down. Relieve that tired feeling. Be jolly. Riding a bicycle will accomplish this.

"A bicycle is a positive cure for dyspepsia, rheumatism and headache. It is cheaper and better than a doctor."

These sayings may be trite enough in character, but it is well to remind a man occasionally of facts that have become so trite to him that he never thinks about them.

Three Instructive Events.

Three novel and unusually interesting events will be held by the Alpha Motor Cycle Club of Brooklyn on Thanksgiving Day, the 27th inst. They are a slow race, a brake or stopping contest, and a gasolene consumption trial, in which the man covering the greatest distance on one pint will be the winner. They will be held during the forenoon on a Long Island course, and the results should furnish some really instructive and valuable data.

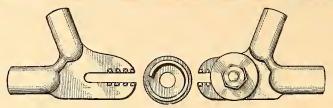




Every buyer of a bicycle figures either on the pleasure he will get from its use or the saving it will make him in time or money. To get the best results he must have a bicycle which is always in condition and not in the repair shop.

THE PARTS OF ALL NATIONAL BICYCLES

are noted for their simplicity, durability and freedom from defect in material and workmanship.



This chain adjuster is found on no other bicycle made. IT ADJUSTS BOTH SIDES AT ONCE, the operator being behind his wheel and at the same time trueing his rear wheel in the frame. The tightening of the nuts after the adjustment is made serves to bind together the rear ends of the frame, making it stiffer and stauncher than any other frame made.

NATIONALS ARE A CLASS BY THEMSELVES, ALONE AND OF THEIR OWN KIND-NOT LIKE OTHER BICYCLES.

NATIONAL prices are always fair-you get what you pay for and you get it when you want it. That will be worth something in 1903. If you want a real money-making agency, ask to have our traveler call.

National Cycle Mfg. Company, Bay City.

NEW BICYCLE

SHOULD BE EQUIPPED WITH

FISK TRES

It means that you have the best that can be obtained.

FULLY GUARANTEED.

FISK RUBBER COMPANY, - Chicopee Falls, Mass.

BRANCHES:

BOSTON. 604 Atlantic Ave. SYRACUSE, SPRINGFIELD. 40 Dwight St.

NEW YORK, 83 Chambers St. DETRUIT,

PHILADELPHIA, 916 Arch St. CHICAGO. 54 State St.

BUFFA1.0, 423 So. Clinton St. 28 W. Genesee St.

252 Jeiferson St.

SAN FRANCISCO, 114 Second St.



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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, NOVEMBER 20, 1902.

The Manufacturers' Meetings.

What will grow out of the several meetings of manufacturers no man can tell. Despite the Cleveland resolution that expressed desire for national organization, that object appeared to have been snuffed or lost sight of in New York, both meetings being strangely unprolific of results.

For some anaccountable reason there exists a disposition to surround the meetings with secretiveness, if not mystery, but from the best information obtainable only stripped bicycles have been talked of, and talked of so much that we heard one high grade manufacturer express wonder that he had been invited to attend the meetings. And while the subject was being discussed men with stripped bicycles to sell were senrying around New York trying to sell them at a lower price than they feared would be fixed by the organization which it was thought might be formed.

That an organization of manufacturers would do no harm and could institute some

needed reforms and serve some good purposes is not to be denied, and for that reason it is boped that to-morrow's meeting at Cleveland will see some real accomplishment toward that end.

"To be talked to death is a terrible death,
'Tis a terrible death to die."

It would be too bad if such a fate should overtake such a promising movement.

Ready for Its Shroud.

It may now safely be written that the Leagne of American Wheelmen is past hope, beyond helping and, indeed, hardly worth helping. The result of the election in the New York Division makes this so plain that only the sentiment-saturated can fail to see it.

More than a year ago one of the national officials of the League wrote us:

"The career of the L. A. W. is about ended. There are ways to bring it np, but New York and the grafters will not see them. If they continue, the League is dead. It is a great pity, but New York has been wrecking the organization for the last ten years."

We refnsed to share these beliefs, and when, this Fall, a movement was inaugurated that sought and promised regeneration, we gave ourselves to it. The administration had accomplished nothing. It did not attempt to deny the charge. The fact was notorious. The issue was made clear and placed fairly before the membership. A live organization or a "dead" one? was the question that the regenerators asked to have decided. They warned the members that the return of the present officials would mean that their policy of "rest and quiet," and plenty of it, was indorsed and its continuance desired.

The question has been decided, and by such a substantial majority as to leave no room for doubt. The members have voted for a "dead" organization. That they will have it, the record of the past is sufficient assurance.

Let them have it. The national official whom we quote spoke truly. The man or publication that would hereafter seek to better the condition of the League of American Wheelmen must be hard pressed for want of something to do.

The Matter of Improvements.

It will be readily admitted that the processes of manufacture of the present day bicycle have undergone material improvement during the last half dozen years. But the

companion question, has the machine itself been equally improved, is not so easily answered.

It stands to reason, of course, that with the improved processes have come better parts. Designs have also been improved. Extremes no longer rule, or even appear on many machines. The reign of moderation is in full sway, and in appearance as well as in running qualities a decided betterment has nondoubtedly taken place.

There is little doubt that along with the decrease in the number of breakages and the lessening of minor troubles has come increased efficiency.

For example, the sprocket wheels and chain of to-day give less trouble than formerly; therefore they must almost certainly run better, for the former troubles were undonbtedly due to defects in construction or design, and with these eliminated better results must necessarily follow.

It is a fair inference that in other parts of the machine the same process has been going on.

Let a man make a certain article long enough and it is a dead certainty that he will get it wellnigh perfect. It is change alone that interferes with this law.

It may be said that to simply improve on present patterns is not to get the best possible out of them. Perhaps so. But it also insures holding fast to what is good and making it so exceptionally good that further improvement is wellnigh impossible.

There is needed only a look at the present patterns to see that stagnation has not set in. Aside from the radical changes and improvements, the coaster brake and its like, there are plenty of little things that, if compared with similar fittings of the nineties, would show the advance that some people profess to look for in vain. And no one will dispute that the improvements then made have long since passed from the list of experiments into that of standard and perfected parts.

Some parents in buying machines for their children seem to have but one thought in mind—to get one that the child will not outgrow. Particularly is this the case with boys.

If the latter are of a good size a regular man's machine with low frame instead of a juvenile is often taken. By using a low saddle the boy's legs will be found long enough to reach the pedals, and this is considered to be sufficient. No thought is given to the fact that the machine may be other-

wise unsuitable—the handle bars too wide, the frame too long, the machine too heavy or the reach too long. It is too frequent a sight to see a child riding a machine the pedals of which he can reach only by leaving the saddle. A penny wise, pound foolish, policy of this sort always does harm.

Whether or not it ever was the intention of Park Commissioner Young, of Kings County, to abolish the Rest at the south end of Prospeet Park, Brooklyn, he and the general publie have had a fresh demonstration that eycling has plenty of followers who are alive and kicking. The editorial protest in the Bleyeling World of Nov. 6 against the Rest being feneed in was taken up by nearly every daily newspaper in Greater New York, and Commissioner Young became the recipient of many written and verbal remonstrances. He quickly declared that he never had any intention of doing away with the Rest. The word of the intention eame from one of his own foremen on the feneing job, who told that his orders were to earry the fence past the open space used by eyclists, and the fact is that racks and seats had been removed. The Commissioner has been gracious, however, in declaring that the Rest will be not only preserved, but enlarged and improved, and there is no need to question or criticise what might have been.

If there is anything easier or less expensive than marking the intermeshing teeth of the gears that time the spark of a motor we cannot imagine what it is. Despite the fact, and despite the great importance of proper timing, manufacturers of motor bicycles persist in sending out their machines with unmarked gears. Why, the Lord aione knows. It is inattention to such apparently trivial and yet highly important details that is giving motoeyclists more trouble than is their due and than is good for the health of the business.

"Bicycle" may be forced to rhyme with "Michael," but "the motor bicycle that looks like 'Jimmie' Michael" is such a far cry that we would deny the poetic license if it were held by other than such an enthusiastic soul as E. H. Corson. But as the first American production of the sort, Corson's "Song of the Motocycle," published in another column, "goes." Now, altogether!

If a pump is an inflator, can a tack be correctly described as a "deflater"?

CORSON STARTS WEST

Bubbling With Enthusiasm, he Undertakes the Longest Journey on a Motor Bicycle.

Editor The Bicycling World: I am ready for my Western trip, and if the weather holds good and continues six weeks or two months I will make such a trip on the motor bicycle as has not been made before.

My route from Boston to Milwaukee was given in the Bieycling World a few weeks ago. I asked to hear from old time friends and any who might be interested in the motocycle, and have had the pleasure of several replies. Several are coming to meet me between towns. I would like to have others do the same. One old "Star" rider, whom I never had the pleasure of meeting personally, but have heard from in one way and another in years past, is coming to Milwaukee to see me while I am there. This seems like old time fraternity, same as we had in "Star" days! Would that there was more of it now, and it is coming! The motor hieyele is the agent that will bring its devotees into close friendship. Why? Because it makes a fellow feel happy to ride one, and when he feels this way he loves his fellow men.

We had the pleasure of meeting an old time "Star" rider, one of the very first to ride this machine, the second machine that Mr. Pressy, its inventor, ever built, a few days ago, whom we had not seen for quite a long time, and in introducing us to a friend of his he remarked: "This is the man of bicycle renown, E. H. Corson, who many years ago, when we first rode bicycles, said: "The time is eoming when women will ride bicycles!" We laughed at him and thought he must be a little out, but, as you know, the laugh was turned on us many years ago."

Mr. Editor, if I could only do or say something to have my old cycle friends understand how much pleasure there is in store for them in the motor bicycle I should feel that I had done them an everlasting favor. It seems very strange to me that they are so slow to understand it! Well, I presume that it would not he well for all to be so much enthused as I am, but I enjoy it! It is such sport! Why, I always wanted to fly, and have said I would live to do so, and the motor bicycle comes so near to being a flying machine that I feel as though my desires had been almost gratified.

I shall put myself out to meet as many who are interested in the motor bicycle as possible while on my trip, and would like to have them inform me who they are and where they may be found. Letters addressed to No. 221 Columbus avenue, Boston, will find me on the road.

Let us hope for good weather, and I feel that the weather gods are going to favor me. My return trip, providing snow and rain does not compel me to give up the trip, will be as follows: Chicago to Toledo and Cleve-

land, Ohio; Pittsburg, Harrisburg and Philadelphia, Pa.; Trenton, N. J.; New York City; New Haven and Hartford, Conn., and Providence, R. I. Between these larger eities I shall take the best and most frequented roads, and would be more than glad to hear from local wheelmen in these places as to which is the better way.

E. H. CORSON.

The Man Who Worries.

A two horsepower engine has the power of two horses. If you employ it to run a machine requiring the full capacity of its power there is no reserve force left. Each day it uses up its strength and is supplied by a renewal from which it can accept but the mechanical limit—the power of two horses, says the Business World.

Each man represents a certain "horsepower," which is his limit of capacity to do. in our strenuous age he usually "runs himself" up to the limit. But well is it if the full strength is utilized in legitimate performance. Too often, however, this is not the ease, and he daily and hourly wastes power by a foolish doing we call "worrying."

Every ounce of power which he consumes is so much strength, force, money, thrown away. If he works one horsepower and worries one horsepower he might better have been a one horsepower man! and, indeed, is such, with added disadvantages, for he has to put forth waste effort equal to the profitable kind.

It is certain that many a failure would have been prevented had certain men not allowed the curse of worry to fall upon their minds.

If the worry folks would show the rest of us (for you, surely, don't worry!) wherein worry accomplishes any good, we might adopt the plan, which on the very face of it appears to unfit them for comfortable, helpful companionsnip with the world. They can't support their actions with sane arguments, however, so we may as well go right along doing our level hest and putting forth such amount of our total energies as we think wise—all toward an accomplishment that accomplishes, so to speak. The vital forces of man are not given him for dissipation into empty space through "worry" windows.

Price not All-Powerful.

Having the best and marketing it under modern methods, think you the price will not take eare of itself? Don't try to sell under somebody else to increase trade, but try to improve quality so that you will have for your customers the buyers of best things. Such buyers pay proper prices. They insure profitable business and permanent business, and business with as little friction as is possible in the running of commercial machinery.—(Ex.

Never shoulder another man's worries and troubles—unless you know you can relieve him of them instead of erippling yourself, advises the Advisor.

HIS \$40 REPAIR JOB

How the Dealer Did the Work and Earned the Money Without Touching a Tooi.

"Whenever I think of the most profitable repair job 1 ever made, I have to grin," remarked the ex-Chicago dealer when the subjeet of unusual sales was under discussion. "It was some years ago, of eourse, and before prices had come down. The man who owned the bieyele I knew well, and though I tried repeatedly I never could get him to buy what I eonsidered a decent wheel. He had some unaeeountable affection for a particular bieyele which was then one of the butts of the trade, but, notwithstanding, he could not be induced to make a change. One day he brought it into my store a sorry looking wreck. It had been run over by an ice wagon and badly mangled, but, strange to say, not even a spoke was broken. He wanted it repaired. I tried to sell him a new machine of reputable brand. He wouldu't even eonsider it, and while we talked an idea popped into my head. Finally I agreed to undertake the repair, provided he would never ask how it had been made. He agreed to this condition and to the price I named, \$40. The factory in which the bicycle was made was also located in Chicago, and after my eustomer had departed I loaded his wreek onto an express wagon and aeeompanied it to the factory. I knew the manager well. When I saw him I unfolded my idea.

"'You know that your bicycle has none too good a name?' I ventured.

"He could not well deny it, so notorious was the fact, and made no attempt to do so.

"Then I have a chance to help you,' and proceeded to anfold my plan. Briefly, it was this: That one of his bicycles that had been run over by an iee wagon without being broken in any part would make an influential exhibit and advertisement, and one that would give the lie to the repeated and ugly eritieisms which the product of his factory was receiving on every side. I told him that I had such a bicycle, and after showing it to him proposed that he give a new one for the battered wreek. After some discussion he agreed to the proposal, and the exchange was effected.

"Several days later my customer eame in and the new bicycle was delivered to him after the 'repair bill' of \$40 had been paid. He looked over the machine critically several times before taking it out of the store, and remarked the fine job 1 had made. As he trundled it out of the place, he continued to look at it until I feared he had become suspicious. After riding it a block or so, he returned and eame at me.

"'It's all right,' he said, 'but as a matter of euriosity I'd like to know how in —— you

were able to make such a repair. It looks as if you'd rebuilt it completely.'

THE BICYCLING WORLD

"I reminded him that one of the conditions of our agreement was that he should ask no questions, and refused to give him any information.

"He went away, and although his wreeked machine was duly advertised, as he never mentioned having seen it I have no reason to believe that to this day he is any the wiser regarding the part I played and the \$40 'repair' I made without touching a tool."

The Song of the Motor Cycle.

(Air-Baby Mine, or Illinois.)

By the rivers gently gliding
On our way, on our way;
O'er the prairies swiftly riding
Every day, every day,
Comes the flash of burnished steel
From a swiftly flying wheel,
And it is our Motor-Bi.
On its way, on its way;
Sure it is no Automobile,
Not to-day.

It's a "dandy" little Motor
That you see, that you see;
And it looks like Jimmie Michael,
Can it be that it's he?
No, it's one of many more
That you'll find the country o'er
Who their Motor-"Bikes" adore
More and more, more aud more.
Who their little Motor-"Bikes" adore
Ever more.

Automobiles, trains and horses .Need repair and much care;
Walking may be very healthful,
But it's "slow" to "get there."
So, for unalloyed delight,
Be it morning, noon or night,
If you'd have your eares take flight,
Get a Motor "bike"—
For the world does look so bright
From a wheel.

But to ride with ease and pleasure,
Not to tire, never tire;
To have rapture without measure,
Rising higher, ever higher,
Have your mount a Motor-Cycle,
Which has surely come to stay,
For soon the world'll all ride this way,
Every day, every day.
Join us now, old friends of pleasure,
On our way, on our way.

E. H. CORSON.

The Evil of Tobacco!

Casimir Mankowski, one of the active members of the New York Motor Cycle Club. relates an odd incident showing the peculiar eauses to which motocycle troubles are sometimes due. Having occasion to go indoors he left his machine on the sidewalk after removing the switch plug and placing it in his pocket. When he returned and replaced the plug, the motor, which previously worked beautifully, gave but a few fitful explosions. After working for half an hour to locate the source of the trouble he found it. It was a small piece of tobacco, which had evidently adhered to the plug while it was in his poeket and which when placed on the block prevented perfect contact and thus permitted only spasmodie sparks.

MATTER OF PARTNERSHIPS

fluch Light Thrown on flany Doubtful and Involved Phases of the Subject.

Partnership has been recognized from the earliest times, but the law at present in force differs very considerably from the Roman law, upon which so much of our own law is based. The Romar law of partnership dealt only with the claims of partners as between themselves, every transaction by a partner being considered as his private business, so far as regarded the persons he entered into business transactions with, and third parties had no direct remedy except against the individual partner with whom they contracted, he merely having his rights against his co-partners, says D. A. Kerster in the Business World.

Inasmueh as there are many varieties of partnership, no one, so far as I am aware, has been able to define the term so as to include all these. But for the purposes of this address it can be considered as the relation which subsists as the result of a contract, usually a duly executed deed of partnership, but not necessarily so, between persons who have agreed to share the profits of some business or profession or speculation.

In order to constitute a partnership between two or more persons there must be an agreement between them, but not necessarily in writing, and in either case special arrangements can be made as to the nature of the partnership. For example, one partner, although sharing profits and losses, may have no right to interfere with the management of the business, or he may have no right to dissolve as an ordinary partner has, or he may not be entitled to share in the goodwill of the business on a dissolution.

In the event of there being no deed of partnership, or any agreement in writing, the question as to whether a partnership exists, or any dispute between the partners, must be ascertained from their words and conduct, and, even where a written contract has been entered into, it may be modified by a verbal agreement between all the partners.

Unless an intention to the contrary can be shown, persons engaged in any business or adventure, and sharing the profits derived therefrom, are partners as regards that business or adventure. In fact, as regards the question as to whether persons are really partners or not, it is really answered by deciding their intention by a consideration of the agreement into which they have entered.

It is not essential to the existence of a partnership that there shall be any joint capital or stock. When two persons horsed a coach and divided the profits between them, each finding his own horses, the other having no property in them, they were held to be partners. An agreement to share gross returns does not constitute a partnership.

Where two persons joined in the purchase of wheat with the intention of paying for it and dividing it equally, it was held that they were not partners.

Again, where the lessee and the manager of a theatre shared the gross receipts equally, the manager pjaying the expenses out of his share, it was held there was not a partnership.

A partnership also is not created between persons who are only contemplating a future partnership, or who have only entered into an agreement that they will at some future time become partners, until the arrival of the time agreed upon between them. When one person contemplates joining another who is really in business, and agrees that the business shall be carried on upon certain terms not themselves creating a partnership, stipulating for an option to become a partner either at a specified time or at any time he may choose, a partnership is not created until the person having the option has exercised it.

Persons who agree to become partners may be partners, although they contemplate signing a formal partnership deed and never sign it; but, if they are not to be partners until they sign the formal deed, and they do not so act to waive the performance of such condition, they will not be partners until it has been performed.

Until 1860 it was held that all persons who shared the profits of a business incurred the liabilities of partners, although a pertnership between them might never have been contemplated, but in that year a case was decided that those who share the profits of a business do not incur the liabilities of partners unless the business is carried on by themselves personally, or by others as their real or ostensible agents.

In 1865 an act of Parliament was passed which is usually known as Bovill's act, enacting that the advance of money by way of loan to a person engaged, or about to engage, in any trade or undertaking upon a contract in writing with such person that the lender shall receive a share of the profits arising from carrying on such undertaking shall not, of itself, constitute the lender a partner. The lender, however, cannot recover his loan, or his share of the profits, or his interest, until the claims of the other creditors are satisfied. The act also provided that a contract for the remuneration of a servant or agent by a share of the profits shall not of itself constitute a partnership, and it also exempted from partnership a widow or child of a deceased partner receiving, by way of annuity, a portion of the profits.

Whatever may be the private arrangement between persons carrying on an enterprise, any one who holds himself out as a partner is liable to those he thus represents himself as though he were a partner, although they may know he does not share the profits or losses.

A person may be interested in the share of a member of a partnership; this is called a sub-partnership, and the parties to it are partners inter se, but it in no way affects the other members of the principal firm, and a sub-partner cannot be held liable to the creditors of the principal firm because he participates in the profits.

Persons may become partners in one single transaction only, such as for the working of a particular patent, in which case their rights and liabilities are governed by the same principles as those which apply to ordinary partnerships.

It is quite possible for two or more persons to become co-owners of property without their becoming partners if such be their intention. There are many differences between co-ownership and partnership; for example, co-ownership is not necessarily the result of agreement, which partnership is. Partnership necessarily involves community of profit or of loss; co-ownership does not. One partner cannot, with the consent of the others, transfer his interest; a co-owner can. Co-ownership does not necessarily exist for the purposes of gain; partnership does

If several persons jointly purchase goods for re-sale with the object of dividing the profit, they create a partnership, but not so if the object is only to divide the goods among themselves. The leading case on this point is, where one person purchased oil for the purpose of dividing it among himself and others. The purchaser became bankrupt, and the seller tried to make the other parties to the agreement pay for the oil. It was held, however, that the purchaser bought as a principal and not as an agent, and that as there was no community of profit or loss the persons among whom the oil was to be divided could not be made liable either as partners or quasi-partners.

Part owners who divide what is obtained by the use or employment of the thing owned are not thereby constituted partners. If two tenants in common of a house let it and divided the rent equally among them, they are not partners, although they may pay for repairs out of the rent before dividing it.

Agreements to share profits, like all other agreements, require to be founded on some consideration in order to be binding. Any contribution in the shape of capital or labor, or any act of which may result in liability to third parties, is a sufficient consideration to support such an agreement.

It has been held that if one man had skill and wanted capital to make that skill available, and another had capital and wanted skill, and the two agreed that one should provide the capital and the other skill, there was good consideration for an agreement on both sides, that it was impossible for the court to measure the quantum of value, and the parties to the agreement must decide that for themselves.

An incoming partner frequently agrees to pay a premium on being admitted into an established business. Such an agreement is valid; and, if the premium be not duly paid, it may be recovered by an action, provided the plaintiff has been ready and willing to take the defendant into partnership as agreed.

If a person has been deluded into becoming a partner by false and fraudulent representations, and has paid a premium, he may either abide by the contract and claim compensation for the loss occasioned by the fraud, which he may do in taking the partnership accounts; or he may disaffirm the contract, and thereby entitle himself to a return of the whole of the money he has paid.

In the absence of fraud the principles applicable to cases where the return of a premium paid is in question are not well settled.

A valid contract of partnership can be entered into between any persons who are not under the disabilities of minority or unsoundness of mind, except convicts. Married women may be partners under certain circumstances; an alien, not an enemy, may be a partner; an infant may be a partner, but while an infant he incurs no liability, and is not responsible for the debts of the firm. A person may legally carry on business under a name not his own, if he registers.

A partnership is illegal if formed for a purpose forbidden by the current notions of morality, religion or public policy; for example, when two countries are at war it is illegal for persons resident in either to have dealings with persons resident in the other. An agreement for an illegal partnership will not be enforced, even if it has been partly performed.

Actions by an illegal partnership cannot be maintained, but it can prosecute a person stealing its property, and it can be sued. The members of an illegal partnership have no remedy against each other for contribution or apportionment in respect of the partnership dealings and transactions, and if the illegality be brought to the notice of the court, it will of its own accord decline to interfere between the parties, although there may be no desire on their part to urge such an objection.

Assisting the Retailer.

The practice of wholesalers to assist retailers in the advertising and sale of staple goods is now followed more and more by those firms who have a clear conception of the value of publicity, says an exchange. They frequently find, however, that the apathy and lack of true understanding on the part of the retailer nullifies to a certain extent, and often to a very large one, the best laid plans—plans which can only be successfully consummated if every link in the chain is helping to lift. All large concerns have this experience, and a big percentage of their expenditure is practically lost for the reasons stated above.

Compression Taps Disappearing.

According to an English anthority, the compression tap on motor bicycles, with its rod and lever, is becoming obsolete; valve lifters are taking its place.

"SURFACE" VS. "SPRAY"

Merits and Demerits of the two Carburetters —But the Spray Type is Winning.

While in this country the spray type of carburetter is in universal use on motor bicycles, on "the other side" they are still toying with the surface type, although there are indications of a breaking away from it. In endeavoring to effect a "straddle" a foreign authority thus points out the advantges of each carburetter:

To take first of all the "surface" carburetter, it should be mentioned that for proper results plenty of surface must be provided. With the surface carburetter of small dimensions, it is found difficult to start the machine, while the carburation is subject to greater variations than when a larger surface, which naturally throws off more vapor, is employed. One very great point in favor of the "surface" carburetter is its absolute cleanliness. It will be at once seen that any dust or grit working its way into the carburetter must slowly sink through the petrol and remain at the bottom of the tank-a consideration the importance of which cannot be overvalued, since the difference between drawing pure mixture into the combustion chamber and one impregnated ever so slightly with dust means all the difference in the world to the wearing and working of the valves and internal parts of the engine. The simplicity, too, of the surface carburetter is an item which must be taken into account. It is a form which the absolute novice can easily understand, and which is not easily put out of

On the other hand, the "spray" carburetter has points of great merit, and it is generally admitted that the better vaporisation of the pulverized petrol gives off a gas of much stronger power than can arise from the comparatively still surface of the other form of carburetter. The value of pulverized petrol can be judged by any one using a "surface" carburetter in the following way. If one is riding along a level stretch of road, raise the needle valve so as to let just a few drops of petrol splash from the spare tank into the earburetter. The difference is immediately marked, and it is noticed that the engine appears to be fed with a more powerful fuel. It is only because these few drops have splashed in, and thus vaporized in a more effective manner than is obtained by the ordinary "surface" means. It is only advisable to allow a few drops to enter in this manner lest the mixture be upset. With the "spray" variety, it must be borne in mind that action with a similar effect is going on all the time, but there is this drawback, that the engine sucks in the vapor direct as it arises from the point of atomization. Next to this point is the extra air inlet, so that the engine sucks in direct from the outside air a little-but certainly enough to be appre-

ciable-dust, some of which finds its way through the gauze screens, and is conveyed in with the gas to the combustion chamber. This has been proved by men on motor bicycles after driving for some considerable time, on taking out the inlet valve, noticing it covered with a fine white powdered dust -very small indeed, but still dust-which must be regarded as deleterious matter. This drawback will doubtless soon be met, but the manner in which it at present exists is quite obvious. The spray form, too, with its float and needle valve offers more chance of slight derangement, while another point is that, whereas "spray" carburetters are constant in their action upon a motor car, the same does not apply when fitted to a motor bicycle. They are just as sensitive, if not more so, to variation than is the case with the "surface" carburetter. The reason for this is that, whereas the motor car engine is enabled by reason of the change speed gears to always run at approximately the same pace, the motor bicycle engine, having no such change speed gear, runs at a slower rate as the pace in reduced. When the engine is thus running slowly it exerts less suction power-insufficient to introduce the mixture intact into the combustion chamber, but, on the other hand, has the result of an excess quantity of the lighter body, air, being drawn in. The mixture is thus upset. The reason that the "surface" carburetter is free from this defect is obviously that a volume of carburetted gas is always held, so to speak, in stock ready for drawing into the combustion chamber.

When Cycling Becomes Drudgery.

When a rider begins to get tired his machine always seems to run harder than before. The illusion becomes much stronger when it happens to be a tandem. Everywhere except downhill it seems to be running as if the brake were on, and the tireder the riders become the worse the machine gets.

Tandemists should always keep well within themselves. As long as they do so things will go swimmingly. Genuine enjoyment can be had, for the machine almost runs itself and there is a constant temptation to let out a notch or two.

But peace of mind—and body—are retained only by resisting such temptation. To ride "all out" is to turn play into work, and matters go from bad to worse very rapidly.

Riding becomes drudgery of the severest kind, the machine seems to stick, and only the most heart breaking work avails to keep it moving at all. In such case it is best to "chuck it," for only a good rest will mend matters.

Better by far, however, not to let go of that bit of reserve that is so important.

A solution that is said to be very good for polishing enamel that has become dull is one used by photographers for polishing ferrotype plates. Benzine, 2½ ounces; spermaceti wax 15 grains; apply this with a clean rag and pollsh.

GREAT IRISH GASOLENE

Bottle was Lost and Some Astounding Results Followed the Consumption Trial.

Some remarkable results were obtained in a consumption test held by the Irish Motor Cycling Union, at Ashtown track, on November 1. The winner of the first competition, A. Somers, was primarily reported to have covered twenty-one miles in 58 minutes 36 seconds, and used only a pint of gasoline. This seemed incredible, and an investigation revealed an error in the measuring. The competitors were each to have received a pint of petrol at the start.

Five of the competitors rode over 23½ miles on the amount they received, and two of them covered 29 miles. The results were so astonishing that the competitors called for the bottle which was used in measuring the petrol. but, although the original bottle could not be found, a similar vessel was subsequently tested and found to contain a pint and three and a half glasses—nearly thirty-three and a third per cent, more than the amount the competitors were supposed to receive. The amount was something more than a sixth of a gallon.

Even with a sixth of a gallon, or, say, a fifth, the appended result of the distance travelled by the first five competitors is startling, the twenty-nine miles of Shaw being equal to nearly 150 miles with a gallon of petrol, a record that almost staggers belief:

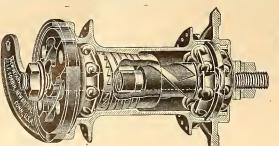
		Time.
	s. Yds.	M. S.
Shaw (11/2 h. p. Excelsior) 29		78 42
Somers (1½ h. p. Excelsior) 28	1710	86 29
Ball (1½ h. p. F. N.) 24		67 49
Huet (2 h. p. James) 23	880	Not timed
Evans (1% Singer) 23		Not timed
	Shaw (1½ h. p. Excelsior) 29 Somers (1½ h. p. Excelsior) 28 Ball (1½ h. p. F. N.) 24 Huet (2 h. p. James) 23	Somers (1½ h. p. Excelsior). 28 1710 Ball (1½ h. p. F. N.). 24 Huet (2 h. p. James). 23 880

Contents of one Tool Bag.

This is the "tool bag equipment" that goes with one of the best known British motor bicycles: One B. & S. medium size spanner; the pair of pliers, with flat and circular grip, and wire cutter, with ends formed for screwdrivers; one adjustable spanner; one handwise; one hammer, flat face and ball pane; one screwdriver; one belt punch; one pinchuck, with set of reamers for clearing holes in carburetter, acetylene lamp, etc.; two files, with handle; one funnel for lubricating oil; tire repair outfit, large size; length of insulated wire; coil of copper wire; insulating tape; length of asbestos string; and an assortment of split pins.

How to Tell Good Carbide.

This advice comes from abroad: To distinguish between good and bad carbide one only needs to look at the residue left after burning. This is either light or dark gray, or nearly black. The lighter the color of the used carbide the better the quality, and a dark color proves the presence of undesirable compounds.



THE WHEEL THAT HAS A

CORBIN DUPLEX 1903 MODEL

NEW DEPARTURE COASTER

is easiest sold. The Corbin Patented Parallel-Opening Brake Shoes and Duplex Braking Clutch give the user a noiseless brake under perfect control. Never sticks or binds.

GET CONTRACTS ENTERED EARLY.

THIS WILL BE THE STANDARD FOR 1903 AND THE DEMAND WILL BE UNPRECEDENTED.

Made by P. & F. CORBIN, New Britain, Conn.

AGENTS IN ALL THE PRINCIPAL CITIES.

WANTED

TO EXCHANGE PRICES AND SAMPLES FOR YOUR INQUIRIES ON ANY NEEDS YOU MAY HAVE FOR BICYCLE MERCHANDISE.

JOHN R. KEIM, BUFFALO, N. Y., U. S. A.

THE PENNSYLVANIA RUBBER CO.

HAVE A

PROPOSITION OF UNUSUAL INTEREST TO JOBBERS

FOR 1903.

Write for Particulars.

ERIE, PA.

HOW COURTESY COUNTS

Its Influence on Business and on the Success of Young Men Making Their Way.

Courtesy-not mere politeness, but the habit of mind which causes a man to put himself in the other fellow's place and give his ideas and feeling consideration-is an attribute well worthy of cultivation by a young business man. In this age, when the old-fashioned deference to our elders is replaced by the encouraged self-assertion of the young people for whom we live, we are more simple and direct in our thought and speech, and manners more clearly show forth the man. It is therefore all the more necessary that the man should have social qualities worthy of exhibition and that he should cultivate a kindliness and sincerity of thought that will find fitting expression in a straightforward, frank and manly bearing, says Corbin's Man in the Corner.

The habit of courtesy is of commercial value wherever in business a man comes in contact with his fellows. It is the pleasant man, the fair man, the man whose manner betokens a self-respect and an appreciation of the desires of others, who is remembered, spoken well of and sought again. Many a transaction has been brought to a successful issue by the exercise of a tactful courtesy which, without it, could never have been consummated. Many a lawsuit has been caused by the want of it; friends made enemies and businesses ruined, all because on one side or the other there was some one without this saying grace.

Particularly is courtesy of value in a retail store. Listen to a woman talking of her shopping and you will find that the service given in the different stores is in her eves of equal importance with the quality and the price of the goods. It is the nice girl in the china store to whom she recommends her friends. The linen clerk who knows the latest wrinkles in napery gets her trade. The dry goods clerk who assists her in her little economies, sells her all she buys in his line, and the furniture man who gave her a private view of a rare rug and discussed furnishings with her when he knew she did not care to buy, will be given the order for the new chamber suite when it is bought. Think over the stores where you do your own trading and analyze the reasons for buying there, and you will find that you are influenced by much the same motives, and that the personal element cuts a large figure in your purchases.

It is not only the customer who places a proper value upon courtesy. Every merchant weighs carefully and anxiously the qualities of his employees and among the time-servers whom he must regard as a poor investment, the courteous, attentive, diligent man shines forth a jewel. Go into a store and tell the proprietor what you want, and see him turn to his clerks and,

after studying them a moment, select one to wait upon you. Every time that he does this his clerks are mentally weighed in the halance, and it is the man with business tact and ability, careful of your wishes and his interests, to whom he entrusts his best customers and most profitable trade, and upon whom his eye rests with the liveliest satisfaction. It is he to whom it is safe to show favor, and if the work given to him is harder than to his fellows, it is but an indication of his employer's confidence in his ability, which sooner or later will find a satisfactory expression. How many of the junior members of large firms have made headway simply because by their courteous treatment of customers they made themselves so well and favorably known as to be indispensable.

I think there must be in the hereafter a special place of punishment for the care-



NEW YORK BRANCH: 214-216 WEST 47TH STREET.

less, heedless, indifferent, selfish employees of men who have had to depend upon their assistants for success. What plans have failed through their poor service! What projects were never attempted because of the knowledge that the man who would do the work could not be depended upon! What waste is daily going on all over the country because the employees do not feel and act in accord with the employer's interests!

In every walk of life, "doctor, lawyer, merchant, chief, rich man, poor man, beggar man" and all the rest, this trait of courtesy—seeking to please others—leads to better things. With it a man is able to show his ability to the best advantage. Without it, he is as one who sits in his own light and his good qualities are imperfectly seen.

It is the outward expression of an inner quality well worthy of careful cultivation,

To go 125 Miles an Hour?

A 32 (thirty-two) horsepower tricycle has made its appearance in France. A speed of 124 miles an hour is the modest claim made for it by its makers.

TRIED THE TWO SPEED

Trial Followed by Prediction That Changeable Gears Will Out-Rival Coaster-Brakes.

A man who was at the Columbia factory in Hartford recently says: "The two speed gear is next. That's going to be the thing. It will be a seller, sure. All a man has to do is to try one, and he will want it. They have one now on a chainless wheel at Hartford, and it's the slickest thing you ever saw.

"I was shown a bicycle and told that it had a two speed gear on it. I thought they were fooling me. The machine looked just like any other chainless bicycle. There was not a thing on it to indicate that it had any special equipment except a coaster brake. I was told to get on it and try it. I did so, but still without taking any stock in its being a two speeder. After going a way I thought I would try a few tricks with the pedais and see if there was anything to the story of my friends. A downward tap on a rising pedal was given, and then my feet began to go around about twice as slowly as before. I came to a hill, tapped the pedal and had the low gear again. I afterward learned that the machine was geared to 68 and 101. Well, sir, I went up that hill just as slickly and easy as you please. Then I tried the coaster, and found that the machine coasted as free as any I ever was on, Afterward I went up the hill again with the low gear and pedalled with the high gear coming down. It was great.

"It will beat the coaster brake in popularity. Every one is bound to want one. It is easy to manage. Any one can master it all in five minutes, and a bicycle equipped with two speeds and a coaster brake will atford a rider twice the chance to rest that he has now, for there will be as much relief in changing from one gear to another as in using the coaster."

To Repair Broken Cranks.

Robert Malcolm. No. I12 Randolph street, Chicago, is marketing a crank repair tip which he considers should quickly appeal to repair men. The tip is of malleable iron, shaped like the end of the standard crank and threaded with the crank arm slightly tapering to admit of a sleeve being fitted over it, and also over the broken crank; this enables it to be easily brazed, thus forming a solid repair.

The First 1903 Catalog.

John R. Keim's is the first of the 1903 catalogues to make its appearance. It is made up of ninety-six pages, tastefully bound in gray, and, of course, deals with everything made by the well known Buffalo parts manufacturer, which means frames in every stage of readiness, pedals, hubs, bars, sprockets and practically everything else that enters into the makeup of a bicycle.

in the cost of

The Best Spokes

and

The Next Best

so small that there is no good reason why any wheel should be fitted with other than the best, i. e., the one bearing this brand:



STANDARD SPOKE & NIPPLE CO.,

TORRINGTON, CONN.

...THE...

THE DIFFERENCE REGAS IS READY.

Are you ready for the Regas?

> As it is the only means of giving riders

CYCLING LUXURY

POPILAR PRICE

it is hard to see how any man in the bicycle business can afford to be without a Regas Spring Frame Model.

No telescoping tubes em= ployed. Stays are not cut in two. Four inches of spring action (twice as much as rival devices) and springs adjustable to any weight of rider by simply turning a screw.



Not one broken spring reported in 1902.

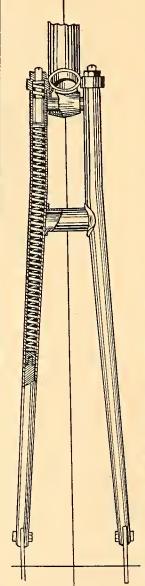
We Furnish

the fittings, enabling any builder of bicycles to easily and quickly furnish his trade with a model that not only sells, but sells others.

Quotations on application.

nicle Co.

ROCHESTER. N. Y.



RACING

The Century Road Club of America is to have a 50-mile handicap road race on Thanksgiving Day. The course will be from Bedford Rest, Brooklyn, to Bellmore, Long Island, and return. The start will be made at 8 a. m., and a number of riders from different cities have entered. The limit handicap will be forty minutes. There are ten place prizes and five time prizes offered.

Alec McLean, who was suspended by the N. C. A. because he did not pay the riders who participated in the six-day race at Park Square Garden, Boston, in 1901, has reached Australia, but found that he cannot race there, hecause the edicts of the N. C. A. are recognized and enforced by the New South Wales Cycling Association, which is in control there.

Chase, the English cyclist, has added another record to his belt of trophies. At the Crystal Palace, November 18, he rode 228 miles 250 yards in six hours on a motor bicycle. Incidentally he made a new mark for the 100 miles by completing that distance in 2 hours 27 minutes and 35 seconds.

The foreign teams engaged for the six-day race, five pairs, are due to arrive in New York on November 21. The teams are: Gougoltz and Kaser, Bruin and Bulson, Teller and Dorflinger, Lostens and Barasquin, Darragon and Breton.

Stinson and Moran, who have teamed for the six-day race, are training on the roads about Boston. On Monday Stinson had a fall while following Ned Carter's motor bicycle. He was only scraped and bruised.

The new track that Jack Prince has been building at Atlanta, Ga., has been completed, and such riders as Walthour and Nelson have pronounced it the best ten-lap track in the country.

Drops of Printers Ink.

No man living can sell goods below cost and keep it up without becoming a bankrupt. Some of the people are very credulous, but none is so simple as to believe advertisements which hold out this sort of a promise.

Every hour spent in bewailing over "poor" trade is sixty minutes worse than wasted. When trade is dull, then is the time for the merchant to do his most active hustling.

It seems paradoxical at first glance, yet it is none the less strictly true that one must spend money in order to make money. Money paid out is money brought in. This applies with peculiar force to advertising.

Courtesy is as necessary as capital to every-business man.

Success in business can not be won without work, without merit and without advertising. Those are the powers that make success.

Misrepresentation may sell goods, but it will never make customers.

The "Rost" Will Remain.

At a regular meeting of the Associated Cycling Clubs of Long Island, held last Monday night, letters were read from Park Commissioner Young, in which he stated that the Prospect Park Rest would be maintained, that in fact he never had any idea of abolishing it. He made an eloquent statement that he would not deprive cyclists of any of the privileges they have hitherto enjoyed in Prospect Park, and said that the Rest will be enlarged by terminating the iron fence forty feet from the stone wall of the shelter house. He declared also that new seats and racks would be provided. The Commissioner's communications were in response to a number of protests received by him against fencing in and destroying this popular rendezvous.

The Retail Record.

Biddeford, Me.—Abelard Jolin, sold out to Arthur King.

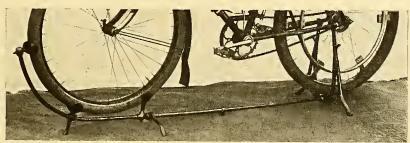
Manchester, N. H.—Herbert S. Durant's place sold to William Roy.

THE "CORSON" MOTOR CYCLE STAND.

Price, \$5.00, F. O. B.

An absolute necessity to every user of a Motor Cycle as a holder for cleaning, adjusting and testing mixture and ignition.

Guaranteed to hold machine and rider with motor running.



NO MORE STRETCHING OR SLIPPING OF BELTS, THE BANE TO MOTOR CYCLING.

THE CORSON "KANTSTRETCH" BELT.

The "KANTSTRETCH" belt is guaranteed not to STRETCH or SLIP and to be impervious to water, if kept clean and dressed occasionally with "Holmefast" belt dressing. Belts made to order to fit any motor cycle.

Prices quoted on application, giving shape, size and length of belt wanted.

AUTOMOBILE AND MOTOR CYCLE COMPANY,

E. H. CORSON, Manager. Office: Pope Building, 221 Columbus Ave., Room 22, BOSTON.

All in INTERNATIONAL TIRES FOX Brand.

QUALITY IS REMEMBERED WHEN PRICE IS LONG FORGOT.

THE INTERNATIONAL LINE IS COMPLETE — BICYCLE, MOTOR, VEHICLE TIRES.

THEY REPRESENT THE FOUR CARDINAL REQUIREMENTS:

PRICE—PROFIT—QUALITY—PROMPT SHIPMENT.

Chase Tough Thread, International AA, Newton Roadster, Chase Roadster, International BB, Metropolitan, Motorcycle Tires, Solid and Pneumatic Vehicle Tires.

OUR PROPOSITIONS TO MANUFACTURERS AND JOBBERS ARE PARTICULARLY INTERESTING. WRITE US.

INTERNATIONAL A. & V. TIRE CO., - - Milltown, N. J.

Improvement Removes Scepticism.

Twelve months ago many people expressed the opinion that motor cycling was a fad or passing craze, which would fall away as soon as the enthusiasm of its few votaries had been exhausted. It is hardly necessary to point out that these opinions were held by arm-chair critics-men who had never ridden a motor bieycle, and to whom the whole thing was a mystery. All they knew positively was that it made more noise than the pedal bicycle, and was much heavier; consequently, it was no good. We have never had any doubt whatever as to the great future of the motor bieycle, but, says the English Cyclist, we confess with pleasure that the development of the machine has been even more rapid than we expected.

If the matter is looked at impartially, there is no denying that the early motor bicycles were, after all, machines which only those who were determined to have a self-propelled vehicle of some kind, and yet could afford nothing better, would put up with. In fact, they were so crude, and the demand for them in consequence so slight, that the motor bicycle was neglected for four years, little or nothing being heard of it between 1896 and 1900. At the later date designers began again to give attention to the singletrack motor machine, and it was rapidly improved, but we have no hesitation in saying that the improvements which have been made to it and the engine within the last four or five months are so meritorious and practical that the motor bieycle of to-day is an immense advance on that of only twelve months ago.

Recalled the Old Prejudice.

"So completely has the old prejudice against wheelmen died out that it is only when you unexpectedly run across something of the sort that it is recalled to you," remarked an old rider to the Bicycling World man.

"Such an occurrence befell me the other day. I was riding along a little frequented road, and the eenter of it being very sandy I had taken to the side path, a narrow strip only about a foot and a half wide. I met two or three pedestrians, and they were all civil enough to let me pass without trouble.

"Presently I encountered a man with a little boy, coming toward me. I slowed up, of course, and when I got closer I saw that the man looked rather ugly. He was walking in the path, while the boy was at his left, between the path and the road. It was too late for me to turn into the road, and so after a little uncertainty I managed to slide through between the two, the man, almost at the last moment, stepping to his left and preventing my turning to my right.

"As much in response to his look as anything else, I called to him, quietly and civilly, 'I tried to go to the right, sir.'

"For answer he hurled back a mass of abuse, saying that I had no right on the path—which was quite true—and using terms that made me feel ashamed for the sake of the child. I returned a few of his compliments and then rode on, reflecting upon the difference between people."

The Week's Patents.

713,194. Sparking Mechanism for Gas or Gasolene Engines. James E. Bean (by judicial change of name now Edward Bean Parkhurst), Milwaukee, Wis. Filed October 16, 1901. Serlal No. 78,782. (No model.)

Clalm 1.-In sparking mechanism, the combination of a cylinder, an electrode passing through the end of the cylinder, said electrode having its outer portion threaded, a bracket extending outwardly from the end of the cylinder, a tube bearing against the bracket, said tube having interior threads which the threads of the electrode engage, a disk on the outer end of the tube, a spring surrounding the tube and bearing at its outer end against the disk, a stop on the electrode bearing against the opposite face of the disk, means for releasably locking the disk to the bracket, whereby when released the electrode and connected parts may be removed, a movable electrode within the cylinder and adapted when moved in one direction to contact with the other electrode and cause said other electrode to move outwardly against the action of the spring, and an electrical circuit within which the electrodes are located, said circuit being completed when the electrodes contact, and being broken when the electrodes separate, the separation causing a spark and a consequent explosion of the explosive agent in the cylinder.

713,350. Driving Mechanism for Bicycles. Michael Schmidt, Philadelphia, Pa. Filed June 14, 1899. Serial No. 720,591. (No model)

Claim 1.—The combination in a bicycle, of the frame, pedals carried by said frame and adapted to be operated by the feet of the rider, a pinion carried by the rear wheel of the bicycle, a driving pinion carried by the rear fork of the frame above, and in constant engagement with the wheel pinion, a crank carried by the said driving pinion, a two armed lever carried by the frame of the bieycle, a connection between said crank and one arm of said lever, connecting links between the opposite end of said lever and one of the driving pedals, an engine, consisting of a cylinder, a valve and valve chest mounted on the frame, a piston in said cylinder, said piston being attached to the connection between the two armed lever and the crank and serving as an auxiliary driving means for said crank and pinion, the frame of the bicycle being hollow and serving as a reservoir for motive fluid to drive the engine, air compressors mounted on the front portion of the frame of the bicycle, links connecting said air compressors with the pedals whereby air may be stored in the frame as the pedals are moved up and down, a valved connection between the rear portion of the frame reservoir and the engine eylinder for the passage of the motive fluid to the engine, and means operated from the handle bar for controlling said valve, substantially as described.

713,351. Pneumatic Tire. Charles H. Shepard, North Plainfield, N. J. Filed November I, 1900. Serial No 35,144. (No model.)

Claim 1.—A pneumatic tire having a metallic armor plate embedded in the tread surface thereof, said plate having laterally projecting tongues arranged in staggered relation on opposite sides thereof formed by lateral incisions in the plate, the incisions on one side lying opposite the spaces between the incisions on the opposite side and those on both sides terminating short of the medial line of said plate, as and for the purpose set forth.

713,467. Driving Gear for Motor Cycles. Donald Macdonald, Orroroo, South Australia, Australia. Filed June 28, 1902. Serial No. 113,662. (No model.)

Claim 1.—The combination with an autocycle, its motor, and the driving mechanism; of supplementary pedal-operated differential driving mechanisms and means connecting one or the other of said mechanisms to the pedal-operated element, for the purpose set forth.

713,533. Motor Cycle. Frederick Thourot, New York, N. Y. Filed August 22, 1902. Serial No. 129,646. (No model.)

Claim.-In a motor bicycle, the combination, with a bicycle frame, of a motor supported thereon, a rear wheel, a clutch device arranged on the frame in gear with said motor and rear wheel, said clutch device being composed of a tubular shaft having a disk flange at one end, a shaft mounted said tubular shaft and provided with a cir-cumferentially flanged disk receiving said disk flange, a clutch band, a fulcrumed lever co-operating with said clutch band, said band and lever being secured to and movable with said disk flange, a shiftable sleeve on said tubular shaft adjacent the flanged end thereof, a toggle lever connecting said clutch band and shiftable sleeve, a lever fulcrnmed on the seat tube of the bicycle frame engaging said shiftable sleeve, an operating handle arranged near the handle bar, and means connecting said handle with said last mentioned lever, substantially as set forth.

713,536. Exhaust Pipe Muffler for Gas or Other Engines. John L. Tobias and Charles J. Tobias, Chicago, Ill. Filed October 11, 1901. Serial No. 78,353. (No model.)

Claim.—In a muffler for gas and other engines the combination of a shell provided with a series of small apertures grouped on one side of the cylindrical wall thereof and extending from one end toward the other end, a bushing in one end wall of the shell, such bushing provided with a shoulder abutting against the end wall, a pipe secured in the bushing, such pipe extending through the other end of the shell and a cap closing such pipe, such pipe and cap provided with corresponding screw threads to force the end of the cap against the end of the shell adjacent thereto, and such pipe provided with a series of small apertures grouped on one side thereof and extending from the cone and the reof; substantially as described.

Value of Metal Valve Stems.

After leaking slowly—so slowly that it would hold up for several days—his tire suddeny developed a capacity for going flat in a few hours. A careful examination of it—it was a single-tube tire—failed to reveal the cause. There was no puncture and the valve was tight. The repairman to whom he took it made the usual tests, and he, too, was puzzled.

"It must be the valve stem, then," he exclaimed, and deflated the tire and took it off for a closer examination.

"Here it is," he cried, and pointed to a gash in the stem. "You have ridden it when soft, and the stem has been pressed against the valve hole in the rim and eut. "But I'll soon fix that," he went on.

"But I'll soon fix that," he went on.
"Thanks to the man who first made a metal
valve stem specially to fit such cases as
these. I'll have it right in a jiffy."

He was as good as his word. In a few minutes he had cut off the now useless rubber stem, fitted a metal one, cemented the tire and handed it over ready for use.

The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVI.

New York, U. S. A., Thursday, November 27, 1902.

No. 9

MAKERS ORGANIZE

New York Lawyer Attends Meeting, Draws
Out Some Figures and Whips an Association Into Shape—Pierce Chosen
President and a Pool Projected.

If it had not been for a man not directly connected with the bicycle business it is probable that the meeting of bicycle manufacturers at Cleveland on Friday last, 21st inst., would have ended as the two previous meetings had ended—in talk.

Thanks to the gentleman in question—Edwin E. Jackson, a vigorous New York attorney—that undesirable finish was avoided, and "The Bicycle Manufacturers' Association" is now an actuality. George N. Pierce, of Buffalo, is its president; J. R. B. Ranson, of Toledo, its vice-president, and Mr. Jackson its secretary-treasurer.

Mr. Jackson's specialty is dealing with "pools," and he was introduced in order that he might explain the methods that prevail in other lines of business in which competition had rendered manufacture unprofitable. After he had performed this service and after some little discussion it was agreed that each manufacturer impart in confidence to Jackson the volume of his production during the past season and also the number of stripped bicycles for which contracts for 1903 delivery had been accepted. As a result of the figures thus obtained, and with 95 per cent of the country's production represented at the meeting, the estimate of the total output during 1902 that was arrived at was of a nature calculated to cause a lifting of eyelids. This estimate developed a production of 543,000 bicycles, of which 248,000 were sold to jobbers. The other set of figures disclosed that contracts already in hand for 1903 stripped bicycles, accounted for a total of 196,000 such bi-

The ensuing discussion demoustrating that no organization could be effected as far as governing prices for 1903 was concerned, it was decided to authorize a committee to project the formation of a pool to become effective July 1 next.

It was also decided that it is to the best

interest of the trade not to extend any datings beyond March 1 of each year.

There will be also appointed a committee to report a classification of the standard types of bicycles, the object being that uniform prices shall prevail on the differing grades, the grades and prices being governed by the quality of materials employed.

After being in session from half past 10 in the morning until 7:30 in the evening, with the exception of a recess for luncheon, the meeting adjourned, to reconvene at the Iroquois Hotel, Buffalo, N. Y., on January 3 next.

Those present were as follows: George N. Pierce Co., Buffalo, N. Y.; H. E. Maslin, Stearns Bicycle Agency; F. E. Southard, Toledo Metal Wheel Co.; J. R. B. Ransom, Snell Cycle Manufacturing Co.; E. E. Kirk, Kirk Manufacturing Co.; Roscoe Bean, Bean-Chamberlin Co.; George Beiber, Wisconsin Wheel Works; Harry Walberg, Miami Cycle and Manufacturing Co.; Harrison Williams, Waltham Manufacturing Co.; Col. A. A. Pope, American Cycle Manufacturing Co.; Charles E. Walker, American Cycle Mauufacturing Co.; A. L. Atkins, American Cycle Manufacturing Co.; E. J. Lonn, Great Western Manufacturing Co.; G. F. Fries, Day Mauufacturing Co.; Ignatz Schwinn, Arnold, Schwinn & Co.; A. L. Garford, Worthington Manufacturing Co.; S. B. Leonard, Worthington Manufacturing Co.; H. P. Snyder, H. P. Snyder Manufacturing Co.; F. F. Huffman, Davis Sewing Machine Co.

Mr. Pierce, who was responsible for the movement and several meetings, presided, Mr. Williams acting as secretary.

A. B. C. Prices for 1903.

As expected, the 1903 prices of the American Cycle Manufacturing Company are practically the same as this year, \$50 and \$40 being the ruling prices of the high grade chain driven machines.

The price of the first grade chainless has, however, been reduced \$5, and will be listed at \$70 instead of \$75. The second grade will be maintained at \$60, as heretofore. When a cushion frame is desired the usual \$5 extra will be imposed, and for the new two-speed gear which will be introduced, and which also carries with it a free wheel, \$10 extra will be asked.

RECEIVERS REPORT

They File a Preliminary Accounting of A. B.
C. Affairs, Showing Economies Effected
—Rubber Goods Deal In Dispute.

The receivers of the American Bicycle Co., R. L. Coleman, Albert A. Pope and John A. Miller, filed their first report in the United States Circuit Court at Trenton, N. J., on Monday last. It was merely in the nature of a preliminary accounting, dealing mainly with the economies effected since the receivership was established.

The only other disclosure made was the strained situation existing between the receivers and the Rubber Goods Manufacturing Co. By terms of the agreement existing between the two corporations, Rubber Goods was to pay \$200,000 in November of 1902, 1903 and 1904, being part of the purchase price of the tire plants acquired from the A. B. C. On its part, the latter agreed to purchase 90 per cent of its tires from the Rubber Goods Co. The Rubber Goods Manufacturing Co. abrogated the contract on the ground of the bicycle company's insolvency. In the receivers' report it is stated that so far as legal counsel has advised them, the conditions on the part of the bicycle company have been fulfilled, and that the contract is still valid, and constitutes a valuable asset.

The following is a summary of the other matters with which the report deals:

The Monarch and Imperial factories in Chicago have been closed and the North Milwaukee factory disposed of for \$37,500, and two branch stores in New York relinquished.

The New York sales department has been closed, and two branches of the company have been established, having their head-quarters at Chicago and Hartford, Conn. One manager is in full charge in each district.

The American Cycle Manufacturing Co., a subsidiary company, has had its offices filled by officers of the parent company, who serve without pay, and has headquarters at the home office in this city.

General offices in the Park Row Building require a rental charge of \$5,500, but by

sub-letting this has been reduced by \$3,296.

By the concentration of the manufacturing business and the abolishment of the officers a saving of \$12,000 for president, \$6,000 for vice-president and \$4,000 for treasurer has been made. Also in removing the Eastern sales department from New York to Hartford \$250,000 is saved. The future expenses in the company are divided as follows: George Pope, \$7,000; Paul Walton, \$3,000; bookkeeper, \$2,500; stenographers, \$4.312, and other clerks and office boys, \$4,688; Charles E. Walker and A. L. Atkins, sales managers at Hartford and Chicago, respectively, \$5,000 each.

The cash in hand amounts to \$43,000, and \$19,500 is with local agents.

Receivers' certificates have been issued for \$295,000 for the Federal Co. and \$195,000 for the International Motor Car Co., of which sums the two companies have received \$198,000 for the Federal and \$120,713.68 for the International Motor Car Co. The factories now running are at Hartford, Hagerstown, Cleveland, Chicago, Toledo and Indianapolis, and they are making purchases of material for but three months ahead.

Tapped Sablom's Till Twice.

While J. Sablom, an Uxbridge, Mass., dealer, was out hunting one evening last week, burglars visited his store and rifled the money drawer. They got \$11 in bills and left some small change behind. Regretting, apparently, that they had not made their haul more complete, they returned late at night, after Sablom had discovered his loss, and took the change. A gang of hoodlums who have been committing similar depredations are suspected.

Germans Still Gaining.

The German export trade in cycles and cycle parts continues to show steady development. To the end of July last such exports from the Fatherland had reached a total of 1,669 tons, as compared with only 1,275 tons in the corresponding period of last year. On the other hand, a decline is noticeable in the imports of foreign cycles and parts into Germany—from 201 tons in the first seven months of 1901 to only 176 tons in the seven months ending with July last.

Hartford Travelers Dine.

Before scattering for their different territories the travelling salesmen of the Hartford Rubber Works joined in a goodby and good-luck dinner at Lathrop's, in Hartford, on Thursday night last. There were forty-two present at the affair, which is described as "a typical travelling men's dinner." What that is individual imagination can picture.

Evidence of Ohio Prosperity.

The Hoover-Ball Company, Newark, Ohio, who are among the few strictly jobbing houses in that State, are plainly prospering. They are erecting a new store, 40 by 105 feet, which it is expected will be ready for occupancy January 1.

REFUSES TO REOPEN CASE

Patent Office Denies Copeland's Appeal and Racing Man's Evidence is Thus Excluded.

The hard fought interference case involving the applications of William Robinson, No. 730,817, September 18, 1899; H. P. Townsend, No. 693,117, October 10, 1898, and J. S. Copeland, No. 679,185, April 29, 1898, all covering a coaster brake, has had another inning in the Patent Office which resulted in a setback for Copeland, who really stands for the American Bicycle Company.

The case came up on his appeal from a decision of the Examiner of Interferences denying his motion for a reopening of the case on the grounds of newly discovered evidence.

The reasons assigned for denying the motion were, first, that it was not brought in accordance with the provisions of Rule 154 (4); second, that it was not brought with diligence, and, third, because the proposed new evidence was not material.

Robinson, the junior party, was in favor of the motion, but Townsend opposed it.

The ruling denying Copeland's appeal was as follows:

"It appears that Townsend alleged conception of the invention in issue in 1897. He testified to this conception and also called witnesses in corroboration, among whom was one Brayton H. Goodwin. Goodwin fixed the date of the disclosure by a bicycle race which occurred in September, 1897, and in which he took part. He states that he met Townsend on the train returning from the race in question, and that the latter disclosed the invention to him on that occasion. Goodwin was cross-examined at length as to the date on which the bicycle race occurred. Attorneys for Copeland were aware of the fact that Goodwin had telephoned to the secretary of the club under whose auspices the race was held in order to determine the exact date of the race. They were thus placed in full possession of all the facts relative to the race which would enable them to institute investigations to determine the correctness of Goodwin's statements in connection therewith. Notwithstanding this, it does not appear that the matter was given any consideration by them until more than five months after the testimony of Goodwin was taken. This was in June, at which time a visit to the place where the race was alleged to have occurred enabled the attorneys of Copeland to obtain the evidence which they now seek to introduce without any special difficulty.

"Between January and June Copeland's attorneys were undoubtedly showing diligence in the prosecution of other features of the case; but as to the evidence they now wish to introduce it would appear that they lacked diligence in their search for it.

"It is essential to the reopening of a case after the testimony is all taken and a party

is thus put in possession of all the facts of his opponent's case that a clear showing of diligence be made out, and it must be held that no such showing has been made in this case

"It should appear also that the evidence sought to be introduced is material. This element of materiality is lacking in the evidence Copeland now seeks to introduce, for granting that he can show that a bicycle race did occur in 1898 in which Goodwin took part, it would not affirmatively appear from that that the race in question did not occur in 1897. Further, the occurrence of the race is only one of several ways in which it is attempted to fix the date of Townsend's disclosure, and to show merely that there had been a mistake as to the date of the race would not necessarily change the date of Townsend's disclosure.

"The decision of the Examiner of Interferences is accordingly affirmed on the ground that Copeland has not shown diligence in discovering the evidence now sought to be introduced, and, further, for the reason that the evidence is not material."

Handle-bar Stems too Short.

"There is one thing that bicycle manufacturers either do not realize or are slow to appreciate," said Alex Schwalbach, the Brooklyn dealer, the other day, "and that is that handlebar stems are just about half as long as they should be. The three and four inch stems they are using afford practically no range of adjustment; for real safety about half of such stems must remain in the heads of the machines to which they are fitted, so that what is left for raising or lowering the bars amounts to little more than nothing. There is as much reason for long handlebar stems as for long seat posts, and riders ought to have them; they should be six inches long, at least."

How Racycles are Selling.

The Racycle people are in a fair way of repeating the "killing" which has been their lot during each of the past several years. Manager Walburg, of the Miami Cycle and Manufacturing Co., states that their business was never before so heavy at this season of the year. Travelling men are now sending in orders for ten and fifteen Racycles from the same places where last season orders for four or five was the best they could obtain.

Ashby Acquires an Interest.

E. K. Ashby, formerly a well known dealer of Evansville, Ind., whose appointment as sales manager of the E. R. Thomas Motor Company, Buffalo, was noted last week, has now, it is announced, acquired an interest in the company and been made its general manager. He will, however, continue in immediate charge of the sales department.

That old and conservative English concern, the Premier Cycle Co., has adopted an entirely new policy for 1903. It will make and sell but one model, that a medium priced one. It will list at \$60.

MOTOR IMPROVEMENT

Alterations and Refinements of One Type That Make for General Betterment.

In the Minerva, which is easily the best known bicycle motor and the one in most extensive use abroad, numerous improvements are apparent.

The point of greatest novelty is the absence of radiators from the lower half of the cylinder and the duplication of the external valve stems and springs. The former peculiarity has already been shown in the case of the experimental De Dion bicycle motor which was illustrated some months ago, but which has not been placed upon the market. It is contended that the lower part of a cylinder gains no advantage from the presence of radiators, the upper part wherein the explosion takes place being the only part benefited by the attachment of "ribs." The duplication of the external valve spindles signalizes a new departure of considerable importance; nothing less, in fact, than the operation of the inlet valve by means of a cam exactly in the same way as the exhaust valve is generally operated. The result of this is that the inlet valve is open during a longer period than when it is actuated by suction, because in the latter case the suction cannot take effect until the plston has descended some considerable distance in the cylinder, so as to create a partial vacuum sufficient to exert such suction as will open the inlet valve against the force of its spring. With the new mechanicallyoperated inlet valve the cam is arranged to open the valve at the same instant as the exhaust valve is closed. This is claimedand the claim is quite reasonable-to result in the engine obtaining a fuller charge of tresh gas, which results in a considerable accession of power.

The third most noticeable departure lies in the position of the sparking plug, which will be placed vertically in the exact centre on top of the cylinder.

Another external alteration consists in the exhaust pipe and muffler being almost straight, the slight curve given to the pipe resulting in the exhaust gases escaping a great deal more freely than when such a pipe has right-angled turns.

The surface carburetter will be relinquished in favor of a spray carburetter, and a new device has been designed whereby one lever on the tank will time the sparking, lift the exhaust valve, and switch off the electric current; but, in addition, the handlebar switch will be retained, so that the engine's impulses can be arrested without the rider removing his hands from the handlebar convenience which will also have the effect of allowing the compression to act as a brake when desired.

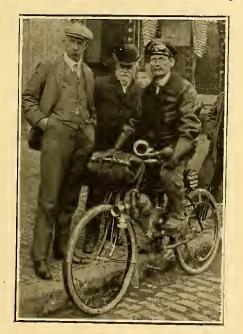
Other points not so noticeable to the eye will consist in the enlargement of the bore

of the cylinder from sixty-two to sixty-six millimetres, which, in conjunction with the valve improvement above described, is calculated to result in the engine developing 2 b.h.p.

Internally, the improvements will include the casting of the cylinder with its head and the valve chamber in one piece, thus avoiding possible loss of compression at the joint where the cylinder head is usually bolted on. The piston will be fitted with three instead of two rings; and various other details, such as the leakage of oil, the adjustment of the trembler, and strengthening of such vital parts as the spindles, toothed wheels, waste oil tap, and exhaust valve have received attention.

Corson Now Fairly Started.

Pittsfield, Mass., Nov. 23.—Am now on the western side of Massachusetts and will soon be on the eastern side of New York. Hope



Corson Leaving Boston on his Journey to Milwaukee A. D Peck and Abbot Bassett in Background.

to spend Thanksgiving in Buffalo. Am having the time of my life.

Worcester, Mass., has not "caught on" yet, but I met one old-timer and dealer, Lincoln Holland, thoroughly in love with his motor bicycle, so the seed is sown there and is bound to sprout. Holland looks hardly a day older than he did in the "high wheel days."

In Springfield I found quite a motorcycle club, and although it rained and snowed this morning and the wind blew great guns seven of the hoys took me out for a twelvemile run over the muddy roads. They are all enthusiastic and enjoying their motor bicycles to the full, and if their names are not already on the Bicycling World's subscription list they will be there soon.

I find that motorcyclists are appreciating what the B. W. is doing for the cause, and they say they mean to support the good work. E. H. CORSON.

REORGANIZATION READY

A. B. C. Plan is Drafted but is Withheld— How it Proposes to Squeeze out Water.

Although no one in an official capacity will discuss the subject, it is known that the reorganization plan of the American Bicycle Co. has been drafted and is in existence.

It is reliably understood to provide for the issue of \$2,000,000 first preferred stock, which has already been underwritten by the interested bankers. The bonds are to be retired and for them will be issued \$5,000,000 of second preferred shares.

The present common and preferred will be reduced to 10 per cent of that outstanding, and an assessment of \$9 per share be levied on that outstanding.

Hendee Issues Warning.

Owing to the appearance on the market of somewhat identical motorcycle fittings, motor bicycles alleged to be "just like the Indian" or "counterparts of the Indian" have been heralded in several parts of the country, the value of the Indian's reputation being recognized as an aid to their sale. Wise in their generation, however, the Hendee Manufacturing Company had copyrighted the name "Indian," and as a result several people have been brought to book and the Hendee people are circulating warning that they will prosecute to the law's limit any others who take their name in vain.

Willis to Leave Park Row.

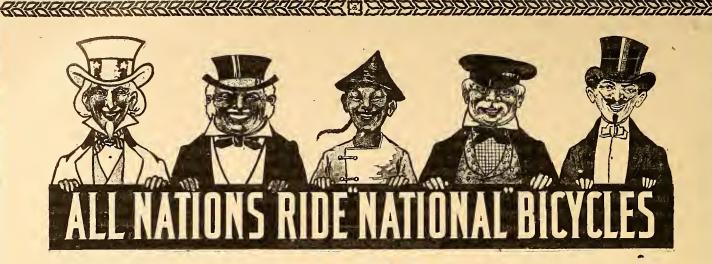
The Willis Park Row Cycle Co. is going into automobiles and automobile supplies, which carries with it removal from Park Row. To that end Willis has leased the six-story building at No. 8 Park Place, and will begin moving early next week. He will not lose sight of his bicycle business, however, and will devote more attention than ever to motocycles, having just added the agency for the entire Orient line.

Why Manchester Walves Tax.

Manchester Conn., will no longer tax bicycles. It is naïvely explained that "when wheels sold for \$150 they were worth putting on the list. But bicycles have become so cheap, and as no wheel was assessed for less than \$15, it happened many times that the wheel could not be sold for half that amount. Besides, a bicycle has become as much of a necessity to a man as an occasional new pair of shoes."

Cinch Wins Abroad.

The Riggs-Spencer Co. have received word from their German representative that first place in the coasting contest at the Hamburg Veledrome on Nov. 9 was won by a Cinch coaster brake by five lengths; a Morrow was second, and what is described as the "German lmitation Morrow," third,



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SAN FRANCISCO, 114 Second St.



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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. 0. Box 649.

NEW YORK, NOVEMBER 27, 1902.

The Manufacturers Association.

It is fortunate that the manufacturers' meetings resulted tangibly. That three of them should have been held without the projected association being formed, as appeared probable, would have served the trade no good; rather would it have given the sour-mouths and calamity writers another splendid opportunity to "prove", the "passing of the bicycle."

That an association of the sort has it within its means to aid both the industry and the public the several projected procedures fully attests. If a classification of grades and prices, such as is proposed, can be effected, it will at one sweep wipe out many evils and prevent the fleecing of the public and the injury of the trade by making every bicycle stand out in its true colors.

The prospect of a pool, which was also given heed, suggests such undreamed of possibilities as will make the meeting in Buffalo in January of interest far beyond the usual.

The Day We'll Celebrate.

The four quarters of a century are always interesting periods.

They are milestones on the path of life or progress that stand above the others that intervene.

The periods are not less interesting or the milestones less conspicuous in the career of a publication than in that of the individual; if anything, they are more interesting, more conspicuous. In the case of the publication they stand for the successful work of not one man, but of many men, for a career compassing so many subjects and so many events and that has stood out where all may see and where the lights and shadows of whichever twenty-five years have fallen upon it with all degrees of intensity.

In the life of a publication, therefore, the successful attainment of a quarter century and of the planting of the twenty-fifth milestone is no ordinary event to be passed unhonored or unsung.

It was on the 22d day of December twenty-five years ago that what is now The Bicycling World was instituted. Of cyclists there were but a corporal's guard, of the cycle trade there was nothing, of cycling clubs there was the same lack. Cycling in America was constituted chiefly of the Bicycling World, a few strong hearts and an abundance of faith.

What grew out of the trinity the world now knows. Of the multiplicity of events that happened and of the men who "occurred" in the years that intervened, many never knew and others have forgotten. But they were years full of human interest.

On the 18th of December next they will be lived over again.

The Bicycling World will celebrate its twenty-fifth birthday—its "silver jubilee," if you please—on that day, and celebrate it by an edition worthy of the occasion and such as no cycling publication ever issued. The glorified cover will be not more interesting than the historical matter and the profusion of rare and historic pictures, few of which have ever seen the light, that will illuminate the pages between the cover.

We promise a revelation and a treat—a number that will interest and be sought for and be retained by every man in whom the cycling spirit ever really surged, whether but one year ago or twenty-five years ago.

Whet your appetite for it! We shall strive to have sufficient to go around, but if you would be sure of a copy, now is the time to speak for it.

The Matter of Finality.

The close student of the cycle trade may be pardoned for asking himself the question whether finality of construction has really been reached. There are so many things to support such a contention, and so few to lend strength to a contrary belief.

It may be regarded as pretty certain that when there is anything better to bring out the trade will not keep it in retirement. If this be true, then the absence of new things—of the novelties that were once deemed absolutly essential to the well-being of the industry—argues that the accepted types are best, and that changes, if made, must be made for the sake of fashion.

This conclusion reached, we start off on another tack. Should there be fashions in cycles? Must they, now that the experimental stages have been left far in the rear, be numbered with those articles, such as clothes, that follow blindly where fashion leads and go from one change to another and back again at regular periods? Or are they to take their stand with other and dissimilar articles that resist change except when it also spells improvement?

There are to be found plenty of each class of goods.

Makers of anvils, for example, do not deem it incumbent upon themselves to bring out a new type of anvil each season. The anvils in use to-day are the same as those our grandfathers and their grandfathers used, and hundreds of years from now they will probably remain unchanged. It is hardly conceivable that this immutability is due to any difficulty that would be experienced in altering the design of anvils. If makers thought they ought to bring out new patterns no one imagines that they would have to spend much time or gray matter in hitting upon ways of doing it.

On the other hand, there are such things as hats and sohes and, indeed, practically every kind of wearing apparel, that are constantly undergoing change.

Their utility is not made greater by this fact. A last year's hat affords just as much protection from the elements as does one of this year's, and would look just as well if it were not contrasted with one that is in the fashion. But who that can afford a new hat will continue to wear the old one?

Turning from these two extremes, a much better comparison is afforded by machine tools, locomotives, steamships and other useful implements of trade or commerce.

They are undergoing almost constant changes. In some cases they are minor

ones, in other of considerable magnitude. The locomotive of to-day will in half a dozen years be taken from the fast express and made to haul a freight train. Later still it will find a place in the scrap heap, unless it is made use of for other purposes, where almost any kind-of a locomotive will do.

But changes in such carticles as these are not made for the mere sake of change, to be in the fashion. Each of them has a certain definite purpose. When improvement lags changes cease to be made.

It is only fair to say that with regard to the cycle the same ruling seems to apply. To a prolonged season of feverish activity, ending in the practical perfecting of the machine, succeeded a period of inactivity, of stagnation, some critics would put it. When, and if, the time comes that the regulation bicycle can be improved as well as changed, it is a pretty certain prediction that no question of policy will intervene to prevent action.

The Coaster-Brake Model Again.

While in England practically all manufacturers list a coaster brake model and some of them have gone so far as to make it their standard type of bicycle, fixed gears being supplied only when specified, there is no sign that existing conditions in this country will be changed during 1903; the coaster brake will apparently continue to be listed as an "extra."

And yet there is reason to believe that the listing of a coaster brake model would do more than help make the use of coaster brakes more universal; beyond that there is a touch of sagacious salesmanship in the idea. It makes a great deal of difference which way a proposition is put, and the same deal can be presented so as to be winsome, or jarring, as every salesman knows. Personal impression is everything in a customer, and to so catalogue and present bicycles as to enforce the idea upon the public that the eoster brake is now an essential part of the regular equipment, an improvement generally recognized and adopted by manufacturers, would be an undeniable step forward.

To hold bicycles at an upset price, with the chance of reducing it a little for those who do not want its latest improvement, would afford more room for apparent dickering. There is no man superior to a dicker in which he can get something "thrown off." Little seeming things make great differences in selling.

The idea is advocated by some to be earried even further and made to include the cushion frame, spring seat post and the two-speed gear, when the last mentioned arrives. It was a man with more than fifteen years' experience in selling bicycles who recently wrote to a manufacturer that he would like to see some one catalogue as the regulation roadster for 1903 a chainless bicycle with a coaster brake and two-speed gear at \$75, and then make allowance for any wheel sold with either or both of these "improvements removed." When there are so many suffering from apathy and timidity, this will sound shockingly original, but there may be something in the idea.

Smile in your mirror and it smiles back at you; look pleasantly at the world and it reflects your good natured looks; cultivate a warm feeling toward all men and they radiate and give back the warmth. Deal justly. Trade on broad principles. Be not too jealous of your rights. The world—mankind—soon discovers where it is well treated and trades there.

Be loyal to your clerks and they will return it in loyalty. Trade on broad lines, buy of broad people, treat the public generously and success is sure to come—a success that is worth the winning and keeping and cherishing. Be exacting, carping, looking out carefully for your little rights, and sure as the sun shines the world will have its eye on you, watching you in a way that you do not care to be watched.

Keep sweet and move on.

Speaking of diamonds—how naturally the name of Tiffany comes to the mind. About the first word we are reminded of in connection is—Quality. You don't now and never did go to Tiffany for "low prices"; yet some merchants can't believe that success and wealth are based upon any other foundation.

The Canadian Customs Department has carried a joke to the point of cruelty in notifying the Canadian Wheelmen's Association that it will hereafter be held responsible for the unpaid duties of L. A. W. tourists who cross the border. It is very like asking the blind to guide the halt.

"It's an ill wind," etc. These breezy days are days that try the cyclist's wind and muscle. Per contra, they certainly are the days that show the motor bicycle to good advantage.

The "Just as Good" Dealer.

"Honesty is a virtue of relative value. Many a tradesman who would blush to overcharge a customer, and would deem such an act dishonest, will unblushingly sell him some inferior article to that asked for at the same price, and consider it honest business, salving his conscience with that easy formula, 'Oh, it's just as good,' " remarks a close observer.

"This practice is more particularly common among retail traders-not among all of them, but among many of them. In these days of keen competition, no inferior article can attain a high pitch of popularity. For anything to enjoy over a number of years a great reputation with the public it must rely on its own sterling merits. Wide and intelligent advertising is very necessary in order to bring it prominently before the public, and this fact is taken an unfair advantage of by a horde of imitators who, keeping just within the limit of the law, flood the market with a host of colorable imitations, and by offering special inducements to retailers, endeavor to steal the fruit of enterprise, intelligence, and liberal outlay, and not always without success.

"It is not difficult to realize what substantial bribes to dishonesty such imitators can hold out to the shopkeeper. Their expenses merely consist of putting on the market an indifferent article, roughly prepared. No doubt if business is slack, and if customers are complacent, the temptation to the retailer is great to foist an inferior commodity specially made up in order to deceive the unwary, and carrying a greater profit by the mere use of the formula, 'Oh, it's just as good.'

"But the customers should not lend themselves to the fraud. If they want to buy a certain article they should insist on the tradesman giving them that and that only. A shopkeeper would never dream of asking his best customers to accept substitutes in the place of what is specifically asked for. It is persons who buy occasionally, whose income does not permit large dealings, to whom he looks for reaping the harvest of dishonesty."

How Wheels Have Improved.

Riders have little or no trouble with broken spokes nowadays. Where formerly they were one of the most prolific sources of trouble, furnishing repair men with a considerable portion of their work, they are now almost non-existent. That is to say, where good machines are concerned. Even the stress of coaster brake wheels does not work havoc, as might reasonably be expected. Rusty spokes on machines that have seen many years of service are almost as reliable as new ones. It goes to show that, 1, the right material is put in the spokes, and, 2, that wheel building is within reaching distance of perfection.

It is an unusually sagacious child that knows enough not to smlle when its father attempts to explain just how and why a motor motes or why it fails to.

SAME OLD SPRINKLING

New York Aldermen Decline to Institute Reform Advocated by United Street Users.

In face of the combined opposition of practically every road user in this city, including the Road Users' Association, the Hackman's Protective League, the Society for the Prevention of Cruelty to Animals, the Road Drivers' Association, the Associated Cycling Clubs, the Automobile Club of America, and the New York Motor Cycle Club, and in spite of the strenuous protest of the representatives of these bodies against it, the Law Committee of the New York Board of Aldermen has reported in favor of continuing the present street sprinkling arrangement.

It will be recalled that the methods employed by the Street Sprinkling Association have long been the subject of complaint. The association is a West Virginia corporation, having a capital of \$700, and its business is to sprinkle streets wherever the owners of the property fronting on them will pay its charges. For the water thus used it pays the city a lump sum. It is a matter of common notoriety that the sprinkling is abominably done. The streets supposed to be sprinkled are flooded, rendering them unsafe for traffic as well as disagreeable,

To remedy the evil an ordinance was introduced in the Board of Aldermen by Alderman Oatman, who is also president of the Associated Cycling Clubs. It requires that the ten-year contract of the Street Sprinkling Association with the city, which expires next March, shall not be renewed, but that the sprinkling of the streets shall be placed in charge of the Department of Street Cleaning.

A substitute was also offered by Alderman Marks, which calls for the letting of contracts for the sprinkling of each borough by the borough president, after bids have been submitted by persons who have had experience in street sprinkling.

A hearing of those interested was given by the Law Committee a short time ago, at which the opposition to a renewal of the Street Sprinkling Association's contract was present in imposing numbers, and the association itself was handled without gloves. Chairman Woodbury, of the Street Cleaning Department, presented figures showing the cost of a plant to sprinkle all the streets in Manhattan and Bronx boroughs, and made a telling plea for the proposal to place the work in his charge.

In spite of all this, the Law Committee, as stated, has, with a single dissenting voice, reported in favor of a renewal of the contract. What induced it to take this step no one seems to know. At the hearing referred to the Street Sprinkling Association seemed to be without a friend, without an apologist, even.

How he Keeps his Feet Warm.

One English rider, who experienced trouble in keeping his feet warm in winter, uses a peculiar device of his own design, which he asserts is a cure for the ill complained of. He has had a pair of steel plates attached to his rat-trap pedals. They are the shape of the front of the sole of the boot, and extend forward from each pedal. The rider is satisfied that the pressure of the toes and ball of the foot on the foot plate kept the circulation in those parts active, and thus kept the feet warm.

Here's the Motor Bicycle Policeman.

The motor bicycle policeman is now an actuality. He has made his appearance in Paris, and there is but one of him, Navetat by name. The accompanying picture shows him ready for duty. His beat is the famous Bois de Boulogne, and it is his exploits that have given rise to the cabled reports of



Paris's "automobile police" that have reached this country. Rarely a day passes that he does not capture an offender, and he has to his credit a stern and successful chase of a thief who had made way with a motor bicycle. Although Paris has a corps of 360 cycle mounted police, Navetat is the only one using a motor drawn machine, which is his personal property, the authorities allowing him the munificent sum of 10 francs (\$2) a month for care and upkeep. He is a clever mechanic, however, and usually pockets the money.

Making the Skeletons Responsible.

The Canadian Department of Customs has notified the Canadian Wheelmen's Association that they will be held responsible for the duty on wheels coming into Canada under the League of American Wheelmen's guarantee. Customs allow wheelmen to cross the line on producing their association badges. Some Americans do not report when going home and the duty on their wheels is collectible. The American association is liable, but the Canadian association indorses their guarantee, and vice versa.

"Enclosed is my renewal. Can't get along without the Blcycling World."—T. A. Quisenberry, Richmond, Va.

FAVORS THREE SPEEDS

Any Variable Gear Desirable but why the Triple Change has Special Advantages.

"I feel more and more strongly convinced that a triple or a multiple speed gear is bound to be a feature of the perfect bicycle of the future," says a writer of repute. "It is an immense advantage to have different ways of using your power under different conditions.

"High gears have their fascination, but they contain a poisonous sting if taken alone and in large quantities. The tired man on a high gear is done for. He is thoroughly baked if he tries to take a long trip, and, as a result, the high-geared brigade is a short-distance, high-speed crew, or even if not a fast lot, a short-distance brotherhood. On the other hand, the lowgeared man, equipped for ease in the day's march, and for journeying at the end of a long spell as easily as at the beginning, is handicapped if he essays to hurry at the beginnings of his journeys, and although his low gear acts as a governor preventing him overexerting his leg muscles, it tries the wind if he essays to flap his feet round fast when stale or unfit, or feeling the stiffness of old age creeping into his joints.

"Hence a cycle that can in itself comblne the fascinations of the stately pedalling of a high gear when circumstances let the machine go fast, and also lets you pedal at a comfortable rate, with reasonably light pressures when the pace is slow, serves a most useful purpose. All this is true, of course, of a two-speed gear, but the twospeed gear with the jump between the gears now in vogue lauds a man in this difficulty, that he cannot have either gear very near what he generally wants without the other gear being in the region of the absurd; but with a three-speeder this difficulty passes awway. You can choose a nice normal gear, aud have a jump up or down at call. The changes are jumps still, but the jumps do not bridge the happy mean. With two gears one is apt to be always too high or too low. With three, although your high and low are higher and lower than before, you have the middle gear as a most excellent compromise.

"And further, be it remembered that the change speed gear wants learning to be appreciated. The coaster brake needed cultivation by beginners. The change speed gear also needs a little cultivation. A single-geared rider is apt to keep on shoving a low gear as if it were high, and to twirl the high as if it were low. Each gear should be used appropriately, the true secret of success being to use that gear at that speed which best suits your own most effective pedal pressure and pedalling rate."

Foreign Markets for Motocycles.

Motor bicycles in European countries form the subject of a recent consular report issued by the State Department,

In Great Britain the cycle trade-in marked contrast to that of this country, where most concerns have held aloof from the motor cycle movement-the trade in these machines promises to become a most important business, and-possibly in even a greater degree than the motor car-to help in solving the housing problem in England, according to Consul-General Evans. That feature, interesting though it is, belongs more to the domain of social science; but the fact remains that there has just developed in that country a new branch of trade, catering not only to the very rich, but also to those who are merely well to do. In this new business, there is every reason that the American manufacturer should participate.

Although motor cycles are not yet nearly so numerous as the pedal-driven machines, there are already some thousands in use in the United Kingdom, and their appearance in London and on the country roads near all the larger towns is now so common as to no longer excite comment.

A really good field seems to be presented in Austria for the motor bicycle, and a pushing, energetic agent might exploit a promising market for American manufacturers. French motors sell for \$100 apiece, and can be attached to any bicycle. The complete motor bicycle ranges in price form \$150 to \$200. The duty on bicycles in Austria is 25 gold florins (\$12.18) each; the further duty on the motor is the same as that for automobiles.

"American manufacturers will do more business in motor cycles just now than in automobiles; here, however, the price is a consideration. A first-class motor cycle of continental manufacture can be purchased by the factor (wholesaler) for 225 florins (\$90) f. o. b. here, while the same class of machine of American make will cost f. o. b. New York from \$130 to \$150. This is, however, the field for several years to come, and being popular here, coming as it does within the reach of so many more persons, the cycle is bound to have a sale far larger than that of the automobile," an Amsterdam firm writes to the American consul.

The manner of introduction of motor cycles is exceedingly important, adds the consul at Amsterdam. In order to get at this trade, the manufacturer must make up his mind at the start that there are two sides to the question, and instead of demanding "cash against documents in New York," he must be willing to give his agent some assistance, and treat him in the same manner as he would were he placing the agency in the United States. There is no more risk in doing thos here than there, if proper precautions are used.

Appoint a reliable firm, with an established trade; give a machine in consignment, and agree to fill orders on the base of one-third with order and two-thirds on receipt and

examination of goods on this side. The manufacturer who does this will get the business.

A Greeting to Corson.

By a woman who "Motes."

What wonders time hath wrought
Since Salem's witch of old
Went sailing on a broomstick,
At least so I've been told.
Our friend has started for a ride
Of a thousand miles or more,
If he can have these sunny days
He cares not if winds do roar,
Nor if the hills are steep to climb,
He rides not like the witch of old,
Nor is he any horse on,
But motes and motes and motes some more,
Our Motor Cycle Corson.

He needs not Cresceus' wind or limbs,
To ride an hour, or day,
His horse is fed on gasolene
And oil in place of hay.
So "hit 'er up, Ed," advance your spark,
There's more agents to be seen,
Keep all the nuts and bolts in place,
And keep the spark plug clean.

We often hear of women's rights And how she ought to vote, Perhaps 'tis true, but well I know, She surely ought to "mote," I speak of what I know, 'tis so, For many times I've moted, And as the muffler purred a song These written lines I noted.

If you would ride for business Or if you'd ride for fun,
Take friend Corson's good advice,
And hit a century run.
Don't take the Good O. O.,
Nor yet the safety steed,
But buy a Motor Cycle
And then you'll get some speed.

Here's good luck to you, Corson.
Here's to good days for your ride,
With not a drop of rain, Ed.,
With friends on every side,
And when it is the fashion, Ed.,
'Through the air above to fly,
We'll look for your next trip, Ed.,
Like Santos in the sky.

-Mrs. G. N. Rogers, Schenectady, N. Y.

There was a young man named Green, Who took out his new motor "masheen." The thing would not run, The "rubberers" had fun— He had failed "to turn on gasolene."

(After reading Mrs. Rogers's effort, I simply could not help this "verse." Had to do it or burst my gasolene tank.)—G. N. Rogers.

The Park City Manufacturing Company, Chicago, makers of the D. & J. crank hangers, are somewhat exercised over the publication last week of the "Song of the Motor Cycle," attributed to E. H. Corson. They claim it to be but a close adaptation of their "Song of the D. & J.," which, dealing with the motorless bicycle, forms a page in their catalog, and the catalog itself proves the justice of the claim.

An English judge has decided that a bicycle is a "necessity of life." For a young man exercise was an absolute necessity, he said. It was essential to the preservation of health, and under all the circumstances he considered a bicycle a necessity of daily life.

RACING

At Savannah, Ga., Nov. 20, Joe Nelson rode 10 miles against 10 horses, running in mile relays, and won. Nelson was motor paced. Owing to a misunderstanding, the horses were started to pick up Nelson instead of each other. The bicycle rider thus lost with each horse whatever advantage he had gained over the preceding one. Nelson nevertheless finished first in 8 of the 10 miles. The horse came in ahead in the first and ninth miles. Nelson's time for the miles consecutively was as follows: 1.52, 1.40, 1.28, 1.26, 1.35, 1.30, 1.30, 1.24, 1.30.

On Tuesday the Kaiser Wilhelm der Grosse brought over three stars of the first magnitude in the racing firmament, to wit, Bald, Elkes and Michael, fresh from their triumphs on the Continent. Elkes and Bald are slated to ride as a team in the six-day race which starts on December 8, while Michael will meet Elkes in a twenty-mile motor-paced race on Saturday, December 7.

Eight of the ter foreign racing men entered for the siv-day race are here, having arrived on Saturday. The other two, Gougoltz and Buisson, will reach here this week. The eight men, who are training at Manhattan Beach, are Kaser, who will team with Gougoltz; Bruni, who is paired with Buisson; Teller and Dorflinger, Lostens and Barasquin, and Darragon and Breton.

The slow race, stopping contest and gasolene consumption trial, which had been arranged by the Alpha Motor Cycle Club of Brooklyn to take place to-day, have been declared off. Although no speeding was involved, the authorities declined to issue the necessary permit.

Despite his recently announced "final retirement," Major Taylor is now en route for Australia, where he will race through the antipodal season, which next month will-find in full swing. He started for San Francisco this week.

Taylor's long-standing record of 1.19 for the mile, made at Garfield Park, Chicago, in 1899, has at last been supplanted. The honor fell to the marvellous Frenchman, Contenet, who, on November 6, reduced the figures to 1.15.

In its historic annual New Year's midnight race to Yonkers and Tarrytown the Associated Cycling Clubs of New York will this year include a special class for motor bicycles; a special prize for the self-propellers will be provided.

Walthour will ride, after all, in the slx-day race at Madison Square Garden. He will team with Nat Butler.

How he Went at the Job.

It is always easy to criticise, and perhaps that is the reason the rider thought he could give the repairman points about the job.

There was a broken spoke to be replaced, and the man thought it was not necessary to take the rear wheel out in order to get the new spoke in. He worked away for a while, trying to get the new spoke in the hub. It was on the sprocket wheel side, of course, and there was not sufficient room between the sprocket wheel and the hub flange.

"I think you will have to take the sprocket wheel off," ventured the owner of the machine at last.

"I guess not," was the truculent reply.
"I've put thousands of them in, and it will take more than this to stick me."

He went at it more fiercely than ever, bending and twisting the spoke in the endeavor to slide it in the spoke hole. But all his work went for nothing. He finally had to take the sprocket wheel off, which he did with an aggrieved air, as if the machine and its rider were to blame, and not himself. He fell to blackguarding the wheel in a tactless way that had its natural effect. And yet that man is probably surprised that his customer never comes back to him.

Keying the Crank.

Tightening loose cranks of the key fastened variety is not a frequent job now, on account of the almost universal use of one and two piece bicycle crank hangers. Still, an old-timer occasionally finds its way into the shop, and because it is an old-timer it is generally supposed by the owner that the rejair job should be cheaper than if it were a more recent model. A repairer was recently offeed the job of rekeying a crank on such a machine.

The key-seat was so worn that to accomplish a thorough and lasting repair it was necessary to put a false bottom to the worn seat. But the crank was heavy and the key small, so the repairer, in order to cheapen the job, removed the old key and hunted up a large, taper repair key without the usual flat beveiled side. He then removed the crank and roughed up the surface of the shaft with a centre punch, so that a driving fit for the crank was afforded. After the latter was replaced and in its proper alignment he placed it in the drill press and drilled down through both crank and shaft, entirely taking out the old key-seat. Then he drove the round, slightly tapering key through the hole and serewed the lock nut up tight.

In repairing double tube tires riders have often felt the want of some simple means for holding the patch down flat on the air tube while the solution is drying. An Irish cyclist has invented a little appliance for this purpose. It is something like a pair of glove stretchers, or a well-known form of paper fastener. The ends of the jaws are so constructed as to bear evenly on the patch and air tube, and presure is applied by a spring or screw acting between the finger pleces.

Some innovations in Motor Bicycles.

One of the newer motor bicycles that has made its appearance in London is that made by one Davison and shown by the accompanying illustration. It incorporates several innovations, of which the frame design and method of carrying the motor—primarily for ease of attachment and detachment—is but one. Side glasses in the oil and gasolene tanks are among the other originalities.

These are let into the side of the tanks so as to be secure from injury, and the difficulty of making a reliable joint is got over in a very simple manner. A new glass can be fitted in a minute or two, in case of breakage, and to make doubly sure a screwdown valve is provided, so that, should the glass be deliberately broken or the rider staying anywhere for the night, the gasolene can be shut off completely from the gauge, the tank then becoming an ordinary one. The tank is graduated in miles by the side of the glass, so that a glance is sufficient to show the distance the remaining gasolene



will allow of covering. The oil-tank has a similar graduated gauge, and is fitted, in addition, with a glass sight feed-lubricator, regulated by a valve, so that the supply to the engine is positive. The tank itself is not attached to the frame by clips and screws, but it slides into the space in the front frame, and is wedged forward by one screw. The position allows of a 150 miles' supply of gasolene being carried. The drive is by a belt, which passes around an idler mounted on a screwed stem, so that it can be raised or lowered by the fingers in the event of it being desired to wheel or pedal the bicycle. This idler also causes the belt to embrace more than half the circumference of the engine pulley, which the designer claims allows one-third to one-half more power to be transmitted with any given tension than if the belt went direct to the larger pulley.

Beginning of the Steel Industry.

At some uncertain time in the dark ages some investigating mind among the ancient workers of metals hit upon the important discovery that iron, after long heating in the forge, possessed a greater hardness than the metal in its natural state, and the discovery was undoubtedly made at the same time that iron so treated, when plunged red hot in water, became hard enough to pierce or cut materials which would blunt iron tools. This was the actual birth of the steel industry, and the beginning of the development of the crucible process.

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Situation in South Africa.

Speaking of the present situation in South Africa, the representative of a German house exporting cycles who has visited the Transvaal is quoted as saying:

"The enormous demand for bicycles is at the present time supplied by English and a few American firms. Besides a large number of repair shops, dealing in old and new machines of all kinds, there are special agencies and depots for the sale of many English machines.

"Before the war, only one German cycle manufacturer was directly represented, but this will soon be altered. It is not easy to find proper representatives for the retail trade, since the business is quite different from what it is at home, and the repair shop men are not fit to be entrusted with agencies. The large import houses find cycles too great a worry to take them up, but some will make a trial and see what can be done.

"The cost for introducing fresh makes is enormous, and will deter anybady from undertaking the importation at own risk, since this could never be successful. The needed outlay for advertisements, engagements of racing men, and the outfitting and upkeep of suitable sale and repair premises is enormous, and no wonder importers decline to undertake the risk single-handed, especially since English machines are so popular and have a firm hold on the public.

"Besides the now existing depots, there

are no other importers and most of the finished cycles in the repair shops have been assembled on the premises. German firms can be successful only when several of the largest manufacturers pool their interests and undertake the import and sale as a combination."

The King and the Cyclist.

They are telling a story on "the other side" that illustrates that King Edward is, after all, but common clay. En route to Stackpole Court the carriage in which were seated the King, Austen Chamberlain and the Portuguese Minister, overtook a dawdling cyclist. The latter recognized the driver, and riding alongside, he entered into conversation with him. He was disturbed by this question: "What wheel do you ride?" It was the King who asked it. When the cyclist turned his head to answer he recognized his sovereign, and, according to the story, became so flustered that he ran into a hedge and was upset, whereupon Edward called out that other human and familiar question: "Are you hurt?"

To Get the Motor Agoing.

These are the days when the squirting of a few drops of gasolene in the compression tap of a motor brings quick reward. Oil thickens and gums readily during cold weather, and the effect of the gasolene is to "unstick" and free the piston rings, and thus enable the engine to start quickly and easily.

About Winter Riding.

For winter riding there is no more important injunction than to keep the extremities warm. If this is not done no enjoyment can be had. It is useless to wrap the remainder of the person and leave the hands and feet unprotected. As to the coverings themselves, there is but one safe rule: never wear anything tight. Looseness is absolutely essential if numbness is to be avoided. For the hands large gloves, preferably of woollen, with leather outside to enable the rider to grip the handle bar, are the best. Such gloves as teamsters use, and which cost only 50 or 75 cents, are just the thing, and their conspicuousness and lack of beauty can be overlooked on account of their other good qualities. It is a good idea to supplement them with a pair of woollen wrist warmers, because although the gloves have large gauntlets the wind will get in under them. For the feet, loose woollen stockings and easy fitting shoes can scarcely be improved on. The shoes may be low, although some riders say they cannot keep warm unless they wear high shoes. There are two other points that should be protected, and these are the breast and throat, A heavy sweater will answer best here.

"The Motor: What It Is and How It Works." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York.

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MATTER OF "MIXTURES"

Conditions and Proportions Necessary to Obtain Right Results From Motors.

While perfect ignition apparatus has much to do with the proper working of gasolene motors, it should never be forgotten that the explosive charge is worth study and attention. The conditions involved are correct mixture or proportion of gas and air; proper compression of the charge; purity of the compressed charge—that is, there should be as nearly as possible a complete expulsion of the residue, or burnt gases, of the former charge, in combination with a full new charge of fresh mixture; complete combustion of the charges in combination with rapid expansion, that there shall be a resultant fall in temperature and a maximum utilization of heat in performing work.

The correct mixture of air with vapor or gas can only be approximately expressed because of the variable nature of the conditions as to temperature of the atmosphere, nature or quality of the gas or vapor, number of atmospheres of compression and the means used for inflaming that compression.

With ordinary coal gas the mean figures for proper mixture are 8 parts of air to 1 part of gas, while for the richer vapor coming from gasolene the means are 10 to 1, but the explosive limits cover a wide range of proportions. That is, there may be as rich a mixture of gasolene as 4 to 1, or as thin a mixture as 14 to 1, and yet there can be explosions. While these are the generally accepted figures, the exact proportion, however, is of little practical value in handling vehicles, or more correctly speaking, the conditions vary so much that a proportion cannot be arbitrarily laid down, but must be determined by experimenting if the very best results are aimed at.

For example, in starting a motor in cold weather the charge must be very rich in vapor at first, but after the motor becomes heated the quantity of gasolene can be reduced with advantage. On warm days the proportions will always be wider apart. particularly when starting. Other conditions exist which make it essential that the mixture shall be variable from time to time and under direct control of the driver. For these reasons an owner who desires to always get the best results, most power at the expense of the least gasolene, should study his motor under varying weather conditions and varying mixture proportions, and note results. A few trials will fix them in mind for use at all times.

In starting the motor with the compression cock open, the suction stroke of the piston draws in air through the cock in addition to that in the mixed charge from the earburetter. This naturally impoverishes the mix-

ture and it becomes more certainly explosive when an extra admission of vapor can be given at the carburetter. After the cock is closed the conditions are again altered and demand a readjustment of the proportions.

This is no doubt the reason that causes many motors to misfire after closing the cock. That the misfiring comes from closing the cock rather more than from the first opening is undoubtedly due to an almost invariable tendency toward feeding the motor with a too rich mixture in order to insure a start. Then the closing of the compression cock and the heat generated by the first explosions calls for a greater percentage of air, and unless this is understood and attended to at once there comes the trouble in getting the vehicle going. This is particularly true in warm weather.

This condition calls attention to the claims of those who use the exhaust valve lifter to relieve the compression in starting. With



NEW YORK BRANCH: 214-216 WEST 47TH STREET.

this device the compression cock is not used, and consequently the mixture remains uniform all through the process of starting. It is only necessary to find a mixture which is explosive and then the ratio does not have to be immediately altered. It is nearly constant, being only influenced to the small extent due to the heating of the cylinder and the variations of the atmosphere. These are both so gradual that ample warning is given to make the necessary changes in the gasolene feed.

Another condition which no doubt has a distinct effect on the explosive mixture is the proportion of burnt gases or products of combustion remaining in the cylinder or in the combustion chamber from the previous power stroke. Although motors vary considerably in design in relation to the comparative areas of the cylinder and the combustion chamber, it is manifestly impossible with present construction to entirely expel the products of comhustion. And such remnants of a former charge must act as an adulterant to the incoming charge, if there

takes place any real mixture of the two. As to the latter point, however, there would seem to be no conclusive evidence or agreement. Some experts assert that a partial mixture takes place, while others are of the opinion that the residue of the exploded gases is drawn down bodily by the suction stroke of the piston, so leaving the combustion chamber and upper part of the cylinder to be filled with a fresh explosive mixture which lies on top of the exploded gases.

It is possible that what really does take place is a compromise in which the central body of the unexpelled burnt gases descends with the piston with the walls of the cylinder head and combustion chamber holding a part and the remnant of that body being held up in the top of the combustion chamber by the inrush of the new charge. In this case it is most likely that the fouling of the charge will be ir the cavity around the spark plug—that is, in such motors where the plug is screwed into the side chamber out of line with the cylinder bore.

If this is the case, then there is good reason in the suggestion that the plug should be screwed into the combustion chamber at the central head in place of the side extension for the passages, and that in either case the points of the plug should be extended further in than is at present the general rule, that the spark may be insured to take place in the fresh mixture. From the testimony of those who have tried the latter, it would seem that the theory of the bodily drawing down of the exploded charge is disproved.

The proper working of the valves of course greatly influences the question of the quality of the explosive mixture. With the automatic inlet valve in perfect working order, and other conditions corresponding, the maximum amount of new mixture will be drawn in at each suction stroke of the piston. But if the inlet valve spring be too stiff, thus diminishing the amount of mixture taken in, in conjunction with a too short period of opening of the exhaust valve, then the power stroke will be weak and inefficient by reason of the curtailed supply of explosive vapor due to the first condition, and the excess of unexpelled products of combustion due to the exhaust valve closing too soon and so setting up a certain degree of compression on the exhaust stroke.

Anderson's Sure Shot Offer.

C. K. Anderson, 154 Lake street, Chicago. who formerly jobbed the Sure Shot solution for repairing single tube tires, has now obtained control of its manufacture, and will henceforth market it on his own account. One of his first moves was to materially reduce the price and to offer to send prepaid to retailers a sample package of one dozen tubes at wholesale rates. In the West the solution is well known, and this offer is made by Mr. Anderson to introduce it more thoroughly to the Eastern trade, and as he also volunteers to return the purchase price in the event of Sure Shot proving unsatisfactory, no retailer can complain that the inducement lacks liberality.

WARNING

The HENDEE MANUFACTURING COMPANY of Springfield, Mass., want it understood that they are the sole manufacturers of the "INDIAN" MOTOCYCLE. No one is in anyway authorized to build this machine, and only their authorized agents are entitled to advertise or sell it.

The word "INDIAN" is copyrighted and covers motor machines and self-propelled road vehicles of every description.

The Company proposes to protect its rights in said name and machine to the full extent of the law.

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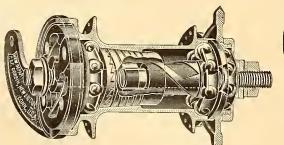
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NEW DEPARTURE COASTER

is easiest sold. The Corbin Patented Parallel-Opening Brake Shoes and Duplex Braking Clutch give the user a noiseless brake under perfect control. Never sticks or binds.

GET CONTRACTS ENTERED EARLY.

THIS WILL BE THE STANDARD FOR 1903 AND THE DEMAND WILL BE UNPRECEDENTED.

Made by P. & F. CORBIN, New Britain, Conn.

AGENTS IN ALL THE PRINCIPAL CITIES.

OUEERED THE QUALITY

But the Public Bought Just the Same— Penalty Paid in the End.

"Without quality not even the best and most desirable goods can be successfully and continually sold," remarked the old-timer. "And with it you can build up a reputation that will endure just so long as that quality is maintained and very little longer.

"Some years ago—it was just as the boom period was reaching its height—an experience that bears out these remarks came under my notice. I gave the matter a great deal of attention at the time, for there was one of our customary wars on between my most formidable competitor and myself; consequently I was able to watch the game from the inside.

"The other dealer took on a new line one season, actuated thereby by the persuasiveness of an old friend who was at one time one of the best known figures in the trade—a man who was both a 'hustler' and a persuader from Persuaderville.

"Directly after the arrangement was made an energetic campaign was begun. The dealer and the maker of the machine worked together, and no Trojans ever put in harler licks than they did. About half a dozen good riders were at once put on the machine. I was pretty well convinced that some of them were gifts outright, the others being trades made on a basis decidedly liheral—to the rider. All sorts of inducements were offered to intending purchasers, and it was no great secret that the machines could be bought on exceedingly favorable terms.

"It was one of my pet theories that any good article could be made to go if it were well pushed. But I expected this campaign to fail because of the lack of the first requirement. What I knew of the machine was not altogether to its credit, and unless it ran well and stood up I knew it could not be made a success.

"But in this case I reckoned without my host, for the machine was all right. It did not take very long for me to become convinced of it. It was in the hands of a lot of hard riders, and on this account troubles could not be altogether concealed. I had my ways of obtaining information, and it was not long before the very disagreeable belief was borne in on me that the machine was a good one; that it ran well and stood the hardest kind of banging around.

"As soon as this hecame plain I made up my mind that we were going to have trouble, that our rivals had got hold of a machine that could be made to have a great run, and the really able manner in which it was pushed, with the complete harmony between the maker and dealer, made me look for the worst. I could already see, in imagination, trade leaving me to go to my rival.

"Presently, however, I took heart again,

for suspicions arose that all was not smooth sailing at the rival establishment. Somehow or other the machine did not take with the outside public. The 'regulars' were beginning to swear by, instead of at, it, and a few others had been placed. But all this had been done at first, and since then the venture had come dangerously close to standing still. You may imagine how pleased I was when I had satisfied myself that this was really true.

"During the entire season the situation remained almost unchanged. The machine was all right, and it should have been easy to make it 'go'; but for some unexplained reason it did not. So I was pretty well satisfied.

"Now comes the really interesting part of the story, as you will see.

"Next season, both parties being full of pluck, the campaign was resumed with unabated vigor and, seemingly, without a thought of the fiasco that had gone before. I had pretty nearly dismissed the matter from my mind when I began to notice that there seemed to be a lot of new machines of this make about. Furthermore, they were ridden by the most desirable class of customers, new riders, or old ones who traded in on a basis that was fair to both sides. This was in startling contrast to what had gone before, and I began to feel uneasy.

"Studying the subject very closely, I became aware of another fact. That was that the new machines were not up to the previous season's standard. The 'regulars' had, of course, been mounted on the latest model, and they began to have a worried look. By nosing around I found that they were having trouble. Tales of a broken fork, of a twisted frame, of broken bearings, bent cranks and such things began to be whispered.

"By dint of much quiet inquiry I got at the truth. The new machines were bad, quite as bad as I had thought the old ones would be. Nearly all the riders were having troubles, and their mishaps ran the whole gamut of hicycle emotions.

"But, and now comes the strangest part of all, they were selling. The effects of the previous season's work were being felt. It seemed as if riders had watched them before and made up their minds; but had put off buying until the new season was ushered in. Then they flocked to the store and bought without fear or hesitation.

"Well, to make a long story short, it went that way all the season. On the one hand, any one who looked into the matter could see that the machines were bad ones, certain to give trouble even with careful usage; on the other, they were a popular success and were disposed of as fast as they came in. The dealer would have made a barrel of money if he had not had to spend nearly all his profits in making good the guarantee, His repair shop was turned into an assembling room, where were kept frames and forks and every other part of the machine in big lots.

"The next season, the third, Nemesis

came. Purchasers of the second crop had got a stomach full, and they related their experience to any one who would listen to them. The result was an absolute lack of sale, and it was only a short time after that the would be 'smart' maker found himself in the bankruptcy court."

Praise for the Tires.

The dealer dropped the remark in such a casual manner that it did not make an impression at first. Then, as its full import came to the Bicycling World man he almost gasped.

"Tire companies never have to make any replacements for me," he said.

"You mean that you send the riders to headquarters, so that the replacing can be done there?" he was asked.

"No; I mean that there are no replacements. The tires don't go wrong. I can recall but a single case this year where there was even a question, and there was much to be said on both sides. And I sell \$5.000 or \$6,000 worth of tires a year.

"I tell you, the tire of to-day is mighty near perfect. I mean good tires, of course, for the cheap stuff is always going wrong, and no one thinks it strange. But the good tires are good. The people who make them don't get half the credit that belongs to them. To take a couple of pounds of rubber and canvas and make of it an article that will stand what every tire has to stand is a triumph of skill.

"Well, such tires never go wrong. If things happen to them you can make up your mind that they are not the fault of the tire."

What he Does With Old Saddles.

"What do I do with all my old tires and saddles?" repeated the metropolitan dealer when a Bicycling World representative remarked an accumulation of each article. "I sell the tires as scrap rubber to an Italian who comes around every few weeks and the old saddles keep heels on my children's shoes. Do the 'heeling' myself? I guess not. I give the saddle tops to an old cobbler, who, in payment, keeps the youngsters' shoes in repair. He tells me the tops make fine leather for shoe heels."

The Retail Record.

Phelps, N. Y.—C. A. Lane closed for the winter,

Lafayette, R. I.—Walter Rose removed from Wickford to Lafayette.

Keene, N. H.—Naramore & Darling closed, Los Angeles, Cal.—Burke Brothers, slight damage by fire.

'Reed City, Mich.—D. France, damaged by fire. Loss, \$1,223, partly insured.

Schenectady, N. Y.—J. A. Rickard & Co., damaged by explosion,

Baltimore, Md.—W. H. Logue, Jr., opened branch store.

"How to Drive a Motocycle." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York.

The Week's Patents.

713,594. Back pedaling brake. William H. Brewster, Utica, N. Y. Filed September 24, 1898. Serial No. 691,783. (No model.)

Claim.-1. In combination, in a back pedaling brake, a shouldered hub, an inner loosely mounted disk having wedge shaped shouldered cams on its vertical face, a loosely mounted sprocket having wedge shaped shouldered cams on its vertical face registering with said shouldered eams of the disk, adjustable means holding the sprocket against outward thrust, a non-rotary member, a rotary brake face opposing the same, and mechanism actuated by the reverse movement of said sprocket to brake the in-dependent forward rotation of said hub, substantially as described.

713,731. Velocipede. Arthur M. Allen, West New Brighton, N. Y. Filed June 16, 1897. Serial No. 641,060. (No model.)

Claim.-1. In a wheeled vehicle, two frames, the one with a transverse axle and a steering head, and the other with two transverse axles, one behind the other, and a frame neek to fit said steering head, all in combination with three road wheels in line and driving and steering gear.

713,736. Process of manufacturing rubber, Albert C. Blossier, Paris, France. Filed February 20, 1902. Serial No. 94,903 (No specimens).

Claim.—1. The process of manufacturing articles of rubber which consists in first softening the pure rubber, then thoroughly in-corporating into the said rubber oxid of zinc and oxid of magnesium, in the proportion by weight of about eighty parts of oxid of zinc and forty parts of oxid of magnesium to one hundred parts of pure rubber, then preparing the mass for vulcanization, forming the mass into the desired shape and then vulcanizing the same, substantially as described.

713,792. Explosive engine. John A. Ostenberg. Westminster Station, Vt., assignor to Frederick M. Gilbert, Walpole, N. H. Filed June 1, 1897. Serial No. 638,941. (No model.)

Claim.—1. In a gas engine, the combination with the cylinder; of an explosion chamber smaller in diameter than the cylinder; an igniting device for exploding a charge admitted to said explosion chamber; an inlet port for the charge and an exhaust port for the products of combustion; means for opening both of said ports when the piston has

reached substantially the end of its outstroke, and for closing the same during the instroke of the piston; a source of com-pressed explosive adapted to be admitted through said inlet upon the opening of the same; and a passage through the piston terminating in an injector nozzle in line with the axis of the cylinder and pointing toward the closed end thereof, whereby the charge admitted is injected in a jet through the spent charge toward the closed end of the cylinder and concentrated in the said explosion chamber, substantially as described.

713,855. Pneumatic tire. George H. Clark, Boston, Mass., assignor to the Clark Cycle Tire Company, Portland, Me., a corporation of Maine. Filed October 25, 1899. Renewed August 11, 1902. Serial No. 119,224. (No

Claim.—A pneumatic wheel tire comprising a number of expansible layers and two nonextensible strips passing entirely around the tire lengthwise and disposed at opposite sides of the tread of the tire, outside of a diametrical line passing through the tire in parallelism with its axis, substantially as described.

713,867. Cycle driving gear. John B. Forster, Belfast, Ireland. Filed June 26, 1902. Serial No. 113,242. (No model.)

Claim.—In combination with a cycle frame and a driving wheel mounted therein, a pair of treadles arranged one at each side of the driving wheel and centered, between their ends, on a pivot supported by the frame, and having a foot plate at its fore end and a toothed sector at its rear end, a pair of sprocket free wheels mounted on the driving wheel hub one on each side thereof free to rotate thereon in a backward direction, but adapted to engage therewith and to drive the same when driven in a forward direction and each engaging with one of the sectors so as to be driven by the depression of the treadle levers, means for preventing the disengagement of the sectors from the sprocket wheels, and an axle passing through the driving wheel axle, a pair of pulleys on the through axle one at each side of the driving wheel and a flexible connection from each pulley to the top side of the sector at the same side of the driving wheel, the two connections rising from different sides of the two pulleys for returning the treadles to their normal position, after each depression of the foot, as set forth.

714.121. Biezele, Gurdon H. Williams,

Brooklyn township, Ohio. Filed July 26, 1901. Serial No. 69,816. (No model.)

Claim.-1. A bicycle, comprising rear brace bars terminating at their upper portions in a single bifurcated bar and a seat post provided with a rearwardly extending knuckle, in combination with a link pivotally, connected to the said brace bars and seat post, said link having its forward end bifurcated to embrace the said knuckle, and its rear end provided with a reduced portion, to fit within the bifurcated end of the said brace bars, and a cushioning mechanism secured at one of its ends to said link, and at its other end to the bicycle frame.

The Employee Worth While.

There are most potent possibilities for loyalty, interest and intelligent effort on the part of the employed when the employer assumes the attitude of leaving a man to do his work, relying solely on his honor and mettle. Those lacking good judgment in the selection of men seldom have that breadth of character which permits them to leave their employes unhampered by ill-considered interference, says the Inland Printer.

If an employe who is worthy of the confidence that is reposed in him has entire charge of a department and is simply looked to for results he will plan, manage and work to the best of his abiliyt in the interest of his employers, feeling that he is on his mettle, and that he is in honor bound to give his best efforts to the work, knowing the exhiliration that comes of doing good work. There is nothing that so quickly canses a workman to lose interest in his work or kills outright that feeling of responsibility that is essential to conscientious work as to be forever handicapped by an employer who insists upon directing details that should, in all conscience, be left to the employe. If a man is competent, let him alone, but hold him responsible for what he does. If he is incompetent it is your own fault if you continue to employ him.

Sure Shot Solution. For Repairing Pin Punctures and Putting in Plugs in Single Tube Tires.

Will express prepaid to any dealer in U. S. one dozen each \(\frac{4}{5}\) in, x 4 in needle p int tubes for \$\frac{4}{5}\] In, x 4 in blunt " for \$\frac{4}{5}\] I. I.O. Satisfaction guaranteed or money refunded without return of goods.

C. K. ANDERSON, 154 Lake St, Chicago, III.

Manufacturers, Jobbers and Dealers!

KINDLY NOTE

That FRED. R. POWER, 79 Lake St., Chicago, Ill., can fill all orders on

Lake Shore Single Tube Tires

promptly, on receipt of order.

WRITE FOR PRICES.

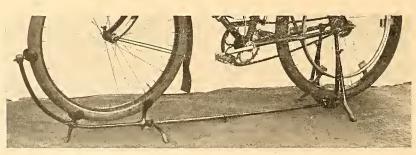
Office: Pope Building 221 Columbus Ave. Room 22, BOSTON. FRED. R. POWER, 79 Lake St., Chicago, III.

"CORSON" MOTOR CYCLE STAND.

Price, \$5.00,

An absolute necessity to every user of a Motor Cycle as a holder for cleaning, adjusting and testing mixture and ignition.

Guaranteed to hold machine and rider with motor running.



NO MORE STRETCHING OR SLIPPING OF BELTS, THE BANE TO MOTOR CYCLING.

CORSON "KANTSTRETCH" BELT. THE

The "KANTSTRETCH" belt is guaranteed not to STRETCH or SLIP and to be impervious to water, if kept clean and dressed occasionally with "Holmefast" belt dressing. Belts made to order to fit any motor cycle. Prices quoted on application, giving shape, size and length of belt wanted.

AUTOMOBILE AND MOTOR CYCLE COMPANY,

E. H. CORSON Manager.

The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVI.

New York, U. S. A., Thursday, December 4, 1902.

No. 10

PRICES BEGIN TO APPEAR

Racycle Lists Show Both Increases and Reductions—An Opinion on the Subject.

With the appearance this week of the catalogue of the Miami Cycle & Mfg. Co., the first to put in an appearance, the effect of the agitation for higher prices is given a shadow of substance. So far as the Miami company is concerned, the increase applies to but one model, the Racycle Pacemaker, No. 80, which is listed at \$62.50. Last year it was priced \$60.

This is the Racycle coaster brake model, which made its appearance last season, and, although it was the first and is the only American model of the sort, it escaped notice at the time. While the coaster brake is a part of the regular equipment, this particular Racycle is supplied with fixed gear when desired; its price is then \$3 less. The Racycle people have also added a cushion frame coaster brake model at \$67.50, which is their highest figure.

On the other hand, they have reduced the price of their racer from \$55 to \$52.50, and the price of the ladies' roadster from \$47.50 to \$45,

Dealing with the subject of price, they say:

"While the price of all material has advanced from 30 to 70 per cent, we will continue to use nothing but the best seamless tubing, forgings and fittings, and thus maintain the standard of the Racycle as America's best, most expensive and highest grade wheel.

"We believe that the price of a wheel should be measured by the cost of its equipments, and our prices, to the dealer, are so regulated,

"We fail to see the advantage of offering an inferior machine loaded down with options, at a given price. When a machine is offered at the same price with an option of a \$4 single tube or a \$7 Clincher tire, there is 'something rotten in Denmark.' If the dealer buys the singe tube, he loses \$3, and the manufacturer gains \$3. On the other hand, if he orders the Clincher, the manufacturer must be out \$3, while the dealer can get no more for the machine than the fixed list price."

The famous crank hanger, of course, continues the feature of all Racycles, and has been further improved in several minor details. Four improvements of the sort are specified.

Cox & Tingley Fall Apart.

Cox & Tingley, Rahway, N. J., for many years makers of tire repair plugs and solution, have fallen apart, and are now going their own separate ways as rivals instead of partners. Cox has formed the firm of Cox & Spencer, and Tingley is C. O. Tingley on his own account. They are producing similar manufactures, and in Rahway, of

Hanna Out, Ihde In.

The Hanna Cycle Material Co., Buffalo, N. Y., has been succeeded by Kellner & Ihde, who will continue the business at the old address. Mr. Kellner was formerly a half owner of the Hanna concern, and after purchasing the interests of his partner, Roswell J. Hanna, formed the new copartnership with E. A. Ihde.

Dean Now in Charge.

Walter Dean is now in charge of the Goodyear Tire & Rubber Co,'s bicycle department at the Akron factory, succeeding to the vacancy left by S. G. Rigdon. Dean was formerly one of the Goodyear travellers, and his new position is in the nature of merited promotion.

Leaving Hartford for New York.

The Post & Lester Co., the well known jobbers of Hartford, Conn., are preparing for removal to this city. Quarters are being sought, and it is expected that they will be established here at about the beginning of the new year.

Saddles go up in Flames.

The Wheeler Mfg. Co., makers of saddles and leather grips, at Detroit, Mich., were partially destroyed by fire on the morning of November 26. The flames started in the plating room, and entailed a loss of about \$15,000.

JOBBERS WILL NOW MEET

National Organization to be Formed in This City, Dec. 15th-1he Call Issued.

After Monday, December 15 next, it is more than probable that tongues and pens will be no longer twisted in the effort to speak or write the alphabet denuding title of the New York jobbers' organization—the New York State Association of Jobbers of Bicycle Supplies.

The efforts of its officers to nationalize the organization have met with a hearty response from the other sections of the country, and on the date menti ned at the Astor House, in this city, the national association will be brought into being.

After communicating with the leading jobbers in other parts of the country the time and place has been found agreeable, and the formal call for the meeting is being mailed this week. At the meeting the State association will, of course, pass out of existence, and a new—and shorter—name and new officers be chosen.

In preparation for the session the executive committee of the N. Y. S. A. O. J. O. B. S. met at the Powers House, Rochester, last week. Every member of the committee was in attendance.

Columbia Cushion Fork, Too.

In addition to the two speed gear, it is now common property that a spring, or rather a cushioned, front fork will be a feature of the 1903 Columbia and other bicycles made by the American Cycle Mfg. Co. The device employed in principle and in appearance is not unlike a miniature of the cushion frame—a small telescopic cylinder inclosing a spring.

Why the Deal Hangs Fire.

The coaster brake deal, of which a hint was given some few weeks since and which promised some amazing developments, is still hanging fire. It is understood that the "hanging" is due to the absence abroad of one of the interested parties. As he is due to return this week the deal must shortly take a turn for better or worse.

READY FOR THE GRIND

SIx Day's Race Starts Monday—The Men Who'll Compete and Some Past History.

Shortly after Sunday midnight the tenth annual six day grind will begin on the ten lap track in Madison Garden. The race promises to have as big a following of enthusiasts as ever, for good riders will compete. There are sixteen teams enlisted to start this year. They are as follows: Stinson and Moran, Boston team; Keegan and Fenn. Irish team; Bedell brothers, Long Island team; Franz Krebs and Barclay, Jersey team; Butler and Turville, Quaker team; Leander and Floyd Krebs, Western team; McFarland and Maya, California team; Peterson and Hedspeth, Chicago team; Newkirk and Jacobson, New England team; Bald and Elkes, All-American team; Gougoltz and Kaser, French-German team; Buisson and Bruni, French team; Heller and Doerflinger, German feam; Breton and Darragon, Alsatian team; Lootens and Barasquin, Belgian team, and Galvin and Root. Massachusetts

Gougoltz, who is the long distance champion of France, was a starter in the last race, his team mate being Simar, who was f reed to retire from the race through illness. Gougoltz this year has selected Carl Kaser. who has also ridden here before, as his team mate. He is a German, and is the holder of many German records. The other foreign teams are Doerslinger and Heller, of Germany; Bruni and Buisson, who hold a number of records in France, Lootens and Barasquin, stars of Belgium, and Breton and Darvagon, another pair of French cracks. Most of these men have participated in six day races, and can be relied upon to make it interesting for the American riders. Most of the American riders need no introduction. McFarland and Maya, Elkes and Bald, Butler and Turville, Keegan and Fenn, Stinson and Moran and Newkirk and Jacobson are veterans of many hard fights, and have always been prominent among the leaders.

Since the introduction of six day cycle taces in this city, the first of which was held in Madison Square Garden in 1891, the sport has been rapidly growing in interest.

The entries each year of the pick of foreign riders lends an international flavor to the race, which works up an enthusiasm that horders on frenzy. There is always an intense rivalry among the riders, and the followers of each and every contestant at some time throughout the race show by their vocal demonstration the feeling and the interest they take in their favorites' efforts to land first prize.

There have been many changes in the conditions of the race since 1901. In the early days the riders were compelled to go it alone for 142 hours, resting whenever nature compelled them, or through some mishap. The fathers of the law thought this form of

amnsement too cruel and wearing on the human body, and by an act of legislature passed in 1898, stopped it, after "Charlie" Miller for the second successive year had ridden the pick of the American and European riders in the ground. The law required that no competitor in any race of six days could run or ride more than twelve hours each day. Managers Kennedy and Powers then conceived the idea of forming teams of two men each, each man riding twelve hours each day, resting whenever it suited them. This style of racing has proven more interesting and exciting than the old continuous grind.

The first race, held in 1891, was won by "Plugger Bill" Martin, who rode an old style ordinary wheel. In the year following "Charley" Ashinger, on a high wheel, was first over the wire. During the same year safety bicycles were put on the market, and in the race of the following year Albert Shock rode a safety wheel, while many of the other man rode high wheels. The superiority of the safety was plainly demonstrated, as Shock won easily.

No race was held in 1894, and in 1895 a race for women was held. It was won by Frankie Nelson. In the following year "Teddy" Hale, of Ireland, defeated one of the best fields that ever started. He was the only foreigner who ever won the race. Miller won the race in 1897-'98, and the following year, when the team races were inaugurated, he doubled up with "Dutch" Waller, and between them they won first prize. Floyd McFarland and Harry Elkes, young men of the modern school of ridifg, carried off first honors, and last year "Bobby" Walthour and "Archie" McEachern were the victorious pair. The latter's death through an accident at Atlantic City last summer, and an accident to "Bobby" Walthour, who broke his collar bone recently, makes a regrefful gap in this year's list,

The best record for a race of this sort was made by Miller and Walthour in 1899—2.733 miles and 4 laps.

The order of finish last year was:

Walthour-McEachern2,555—4 (weeel)
Maya-Wilson
Newkirk-Munroe
Babcock-Turville
Butler-McLean2,555—4
King-Samuelson2,555—4
Hall-McLaren
Fredericks-Jaak2,231—2

Meets a Deserved Fate.

At the public hearing on Friday last on the ordinance to license and tag the automobilists of this city, which was proposed by the executive committee of the New York Remnant, L. A. W., just one man appeared to speak in its favor—the individual who drafted it. The aldermanic law committee, which heard the argument, has since decided to report adversely to the measure. On the other hand, the amendment to the rules of the road offered by Alderman Oatman, and increasing the speed limit for bicycles and autos from eight to ten miles, will be reported favorably.

RIVALS MEET ON ROAD

As a Result the "Association" Finds Cause for Chuckles—Won "Americas" Race.

Ever since last Sunday there have been sounds of loud chuckling issuing from the camp of the Century Road Club Association. The reason for it was not far to be sought. The association had played a pretty trick on its hafed rival, the Century Road Club of America. The Americas planned to steal a march on the Association by holding a "half century individual record run," or a 50-mile road race, on Thanksgiving Day, for which holiday the Association had nothing on the card. The run was postponed because of rain till Sunday.

Meanfine the Association riders had been lying low. The race came off successfully, and when the tally-up was made, it was discovered that the first place and first time prize had been won by an Association rider, and that Association men had captured also the third, fourth, fifth, sixth and ninth places.

While the Americas were toiling and sweating over the arrangements and putting up money to buy handsome prizes, the Association was quietly enfering its best riders. It was an open race, and the Association men simply scooped in the best of all the prizes put up by its rival. Therefore the chuckling.

The only drop of gall in the cup of arch rejoicing is the fact that some of the prize winners who are claimed by the Association as its riders are members also of the Americas. There are now a dozen or two "straddlers" of this sort, who hold membership in both bodies.

The result of the race is shown below:

	Actual
Handicap.	$_{ m Time.}$
H. S. R. Smith 25.00	2.29.30
G. Groof	2.44.31
R. Acker 35.00	2,45,30
G. Holzhauer 20,00	2.32.31
H. A. Gliesman 20.00	2.32.32
D. T. Adams 30.00	2.42.33
J. Kopsky 20.00	2.32.34
G. Weirich	2.32.35
D. J. McIntyre 30.00	2.48.30
O. J. Stieh	3.00.30
TIME PRIZES.	
H. S. R. Smith 20.00	2.29.30
A. Boyerman Scratch	2.30,20
W. B. Ferguson Scratch	2.30.21
C. Mark Scratch	2.30.22
A. L. Calun Scratch	2.30,40

Fooling the Australians.

Although the Sterling bicycle has been off the market here and the Sterling factory closed for some years, an Australian house is advertising "a fresh lot of 100, just landed." It is evident, therefore, that either the supply of Sterling name plates has not yet been exhausted or that Australian riders are not fully posted.

OCTOBER'S LOSS, \$29,549

But for Japan's Purchases it Would Have Been Greater—Year's Increase Doubtful.

For October the exports of cycles and parts show a falling off. But for the continued large shipments to Japan, which took \$35.619 worth of goods, as against only \$7,446 for the same month of last year, the decrease would be considerably greater. As it is, the shrinkage amounts to almost \$30,000 for the month.

Slight gains are made in about half a dozen instances in addition to Japan. British North America, British East India, the Philippines, the Netherlands and Mexico are among the number. On the other hand, nearly all the other British possessions—including the United Kingdom itself—show heavy losses, while "Other Europe" and Germany are not far behind.

For the ten months of the fiscal year the figures are still to the good, notwithstanding the October loss.

The race between the United Kingdom and Japan for the premier position is very close, the figures being \$359,896 and \$357,823, respectively. A month hence, however, the land of the chrysanthemum is likely to have a substantial lead, so heavy is the tide running in its direction.

The record in detail follows:

Snow Stops Corson.

As nearly every one but himself expected would prove the case, E. H. Corson, was forced by snow and mud to abandon his journey by motor bicycle from Boston to Milwaukee. He cried quits at Schenectady, where he took the train for the West.

He writes from Milwaukee that since his arrival there he has met a number of old timers, one of them, J. Fred Probst, coming from Terre Haute, Ind., to renew an acquaintance of the old "Star" days. Despite his experience in the mud, he also is planning to attempt the return to Boston on his Merkel, following a southern route, but discretion probably will prove the better part of valor.

Lawrence Made Superintendent.

"Ned" Lawrence has been appointed superintendent of the Columbia factory at Hartford. He was formerly the assistant superintendent, and takes the place of W. J. Mead, who was brought from Chicago, but whose stay in Hartford was short. Lawrence has been connected with the Columbia interests from the time the bicycle was first made in the afetory of the Weed Sewing Machine Co.

Will Issue Bonds.

The American Tube & Stamping Co., Bridgeport, formerly the Wilmot & Hobbs Co., will issue bonds for \$1,500,000 for the further development of the plant.

	Octo	ber—	Ten_mont	hs ending	October-
Exported to—	1901.	1902.	1900.	1901.	1902.
	Values.	Values,	Values.	Values.	Values.
United Kingdom	\$28,400	\$15,408	\$409,221	\$441,231	\$359,896
Belgium ¹	3,766	1,768	[]	31,413	42,348
France.	3,615	3,566	176,207	179,292	=164,729
Germany	10,553	7.927	322,638	186,486	244,972
Italy1	3,251	1,635		44,109	58,345
Netherlands ¹	7,624	4,407		133.211	127,805
Other Europe	17,240	6,656	599,814	260,669	264,582
British North America	6,463	8,696	352,523	282,490	-161,635
Central American States and British					
Honduras	671	203	2.064	4.913	2,427
Mexico	1,235	1,511	[-12,249]	19.015	22,178
Cuba	2,189	330	65,133	[11,777]	9,860
Portot Rico2			1,461		
Other West Indies and Bermuda	4,623	3,177	39,098	43,480	40,832
Argentina	994		70,231	5,974	6,384
Brazil	345	522	16,794	5,391	5,580
Colombia.	37	68	3,470	682	813
Venezuela ³	238	67		1,596	419
Other South America	2,347	1,211	35,424	23,610	16,38;
Chinese Empire	4,870	532	19,645	51,163	24,160
British East Indies	1,658	2.566	50,697	46,984	43,49:
Hongkong	2	388	7,696	3,255	5.193
Japan.	7,446	35,619	220,769	196,695	357.823
British Australasia	21.547	15,097	177,773	166,117	178,788
Hawaii ²			32,473		
Philippine Islands	1,840	3,982	54,787	28,200	17,737
Other Asia and Oceanic	3,056	3,224	22,291	19,905	25,431
British Africa	22,007	7,155	453,296	77.691	96,048
All other Africa	254	1,007		5,695	7,248
Other countries			417	282	12
Totals	\$156,271	\$126,722	\$2,746,171	\$2,271,326	\$2,285,18

¹Included in "Other Europe" prior to January, 1901. ²Now American possessions. ³Included in "Other South America" prior to January, 1901. ⁴Including "All Other Africa.

P. B. Bekeart, the well known San Francisco jobber, is now in the city renewing his lines for 1903. He usually makes the trip at least once each year.

Col. Pope Now a New Yorker.

Colonel Albert A. Pope has finally located in this city and moved his family here. He has taken apartments in the Cambridge.

MERKEL IMPROVEMENTS

Spring Frame Will Mark the Milwaukeemade Motor Bicycle-Other Innovations.

It is now no longer a secret that triple front forks, of which mention was previously made, constitute but one of several radical departures that will be apparent in the Merkel motor bicycles of 1903.

Among other important changes will be the carrying of the motor in a vertical position at the crank hanger, the centre of the flywheels being about in line with the centre of the hubs of the wheels, and, what probably will prove more surprising, a spring frame will be employed.

The first of the new models has been in use for several weeks on the roads adjacent to the Merkel factory at Milwaukee, and from all accounts has behaved in an inspiring manner.

The Merkel people themselves say they have been surprised not only by the added comfort which the spring frame affords, but by the saving in the wear and tear on the entire machine.

Extent of Austria's Trade.

Austrian cycle manufacturers are slowly building up an export trade in cycles and cycle parts, the exports during the first half of the current year having amounted to a value of 685,200 kr., as compared with 671,800 kr. in the corresponding period of last year. On the other hand, imports of foreign cycles and parts into the country have declined—from 141,750 kr. in the first half of 1901 to 126,000 kr. in the six months ending with July last. The imports come mainly from Germany and America, while the best customers for Austrian machines and fittings are Germany, Denmark, Italy and Switzerland.

Where Good Cheer Rules.

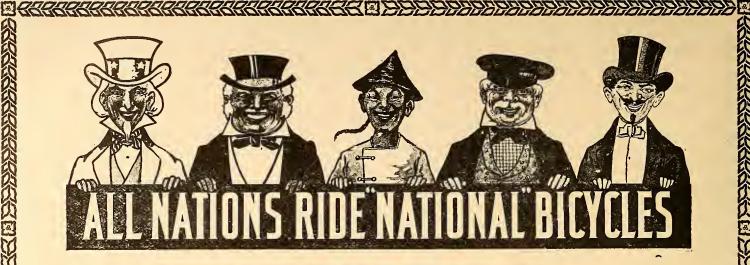
L. H. Elmer, who has been covering New England for John R. Keim, reports an excellent state of affairs. He states that he sold three times as much goods as he sold in the same territory last season, and finds the agents more confident and full of faith that the final clearing out of old stocks will give them a chance to recoup next year.

Extended for Three Months.

Two interlocutory decrees have been filed by Judge Townsend in the United States Circuit Court for Connecticut, authorizing the receivers of the American Bicycle Co. and the American Cycle Manufacturing Co. to continue the business for a further period of three months from the date of the order.

Schrader has a Fire.

A. Schrader's Sons, the well known valve maker of this city, suffered damage by fire on Tuesday of this week. It was not sufficient, however, to cause any material interruption of business.



MADE ONLY BY THE

NATIONAL CYCLE MFG. CO., Bay City, Mich., U.S.A.

BUT MADE EVERY DAY

NATIONAL BICYCLES for 1903 are MIGHTY GOOD.

WORTH THE PUSH OF ANY LIVE DEALER.

NEW BICYCLES

SHOULD BE EQUIPPED WITH

FISK TIRES

It means that you have the best that can be obtained.

FULLY GUARANTEED.

FISK RUBBER COMPANY, - Chicopee Falls, Mass.

BRANCHES:

BOSTON, 604 Atlantic Ave.

SYRACUSE,

423 So. Clinton St.

SPRINGFIELD, 40 Dwight St.

BUFFALO, 28 W. Genesee St.

NEW YORK, 83 Chambers St. DETROIT,

DETRUIT, 252 Jefferson St. PHILADELPHIA, 916 Arch St. CHICAGO, 54 State St.

SAN FRANCISCO, 114 Second St.



In which is Incorporated "The Wheel" and the "American Cyclist,"

Published Every Thursday
By

THE GOODMAN COMPANY,

123-125 Tribune Building. (154 Nassau Street)

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TELEPHONE, 2652 JOHN.

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General Agents: The American News Co., New York City and its branches

Change of advertisements is not guaranteed unless copy therefor is in hand on SATURDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, DECEMBER 4, 1902.

Why the Motor Bicycle.

We have several times been asked why the Bicycling World devoted so much space and attention to motor bicycles, when, comparatively speaking, so few of them are in existence.

Without regard to the "nursing" and encouragement required by an "infant industry," we submit as the best reply to all such questions, asked or unasked, the contribution of "The Novice" published in another column.

It will serve not only as our answer, but it should supply a feast of mental fo d for the most careful digestion of those bicycle manufacturers who are given to studying causes and effects, and to peering into the future. Some of these manufacturers have, we know, toyed with a motor bicycle for a month or a few months, and then thrown it aside as impractical mechanically or commercially, or both. If they can read "The Novice" without grasping the moral to which his remarks plainly point, the fault is with them.

R me was not built in a day. The motorless bicycle was not perfected in a decade. The motor bicycle cannot be perfected in a few months or a few years.

Activity Without Adaquate Results.

One feature of the last season that has not been commented en as much, perhaps, as it deserved was the increased amount of riding that was indulged in in many sections without any corresponding increase in the amount of sales.

There is no means, of course, of knowing just what the ratio was. But it is quite certain that the gain in the one direction did not keep pace with the other.

While the manufacturer and the dealer who depends mainly on the selling end of his business did not benefit to any great extent by the undoubted betterment that took place, it was just the other way with those others who look more closely after the parts and repair business.

There is, too, good augury for the future in the result. If people do not ride, they certainly will not buy new machines. But if they resume the pastime, there is reason to expect to find them in the role of buyers again, even if they do not become such at first. Old machines may be patched up and made to do service for a season, and possibly for two. But there can be only one ending if the riding is kept up, and that is a new wheel sooner or later,

There is little or no doubt that the greater popularity of the bicycle, viewed solely as a vehicle of pleasure, will result in sales. And there are few dealers who are not of the opinion that the bicycle touched its lowest ebb a year ago, and that the tide is turning, even if it be ever so slowly.

The Hand-Shaking Season.

This is the time of the year when the wideawake dealer is getting about, keeping up his acquaintanceships and exchanging hearty greetings with old friends. It might propcriy be called the "haudshaking season."

Not all dealers are wise enough to keep forever before them the fact that a large acquaintance is a salesman's stock in trade. Now, when the clerks can attend to twice all the business there is doing, it behooves the "boss" to get out and around, and say "Hello!" here and there, instead of sitting with his feet on the desk.

In a recent issue of the Bicycling World the story was told of a prosperous retailer who enjoys a nice business of a sort that he calls "pers nal export"; that is, selling wheels to foreign visitors to take home with them. He built it up and maintains it through cultivating an acquaintance with the foreign consuls in his city. That same man gets quite a number of customers sent to him in the course of a season from a neighboring clothier and haberdasher. He sends his bicycle patrons to the clothier for riding suits, and the clothier simply reciprocates. That is good business.

How often it has been the experience of a dealer that he has met a friend whom he has not seen for a couple of years, and learned that he has bought a new bicycle. Immediately comes the reproachful query:

"Why didn't you come to me for it?"

And, almost every time, the answer is:

"Why, old man, I'm awfully sorry, but I never thought of you. I hadn't seen you iu so long that I forgot you were in the business. Do you keep the So-and-So wheel, really."

There are acquaintances in every line of business who are probable customers, or have friends who are. Especially with regard to the motor bicycle is it true that the dealer does not know who is contemplating buying a machine unless he gets around.

It is much more profitable at this season to get out and circulate and see people than to sit in the store, cursing the weather and the lack of business.

The Motocycle Situation.

While there are those in the trade, and many of them in both branches of it, who still are sceptical regarding the motor bicycle, there is no doubt that the actual manufacturers of such bicycles are fuller of confidence regarding the future.

During midsummer there seemed to exist a decline of interest and sales, but with the coming of fall there was a distinct and remarkable revival of both, with the result that few, if any, motor bicycles have been carried over—certainly not sufficient to affect next year's market.

To clean up and make ready for his newer and more powerful and perfected model, one maker sacrificed some of his this year's production, but he weathered the storm that many feared would swamp him, and little harm to the trade resulted.

The others, with two exceptions, were easily able to dispose of their conservative outputs without trouble. The exceptions referred to had not much stock on haud, and their discomfiture and lack of progression

excites small surprise. They had uo selling organizations, and the attempt to sell \$200 bicycles by mail had its natural result.

With the good cheer and confident and encouraging spirit exhibited by the other bicycle manufacturers, and with the year's education of riders and retailers having left a better disposition and better understanding of the care and requirements of motor bicycles in those directions, the situation is distinctly encouraging, and will be greatly helped by the improved machines that are due to make their appearance.

Family of Motor Bicyclists.

As a matter of record let it be known that the lady here pictured, Mrs. G. N. Rogers, of Schenectady, N. Y., is unquestionably America's first lady motor bicyclist. Two or three women have done "stunts" on the public stage on motor bicycles, but they hardly count. Mrs. Rogers uses her machine practically. It is a diamond frame, of course—a Royal—and she has been riding it since September 1 last, having covered more than 500 miles in the interval. She is as skilled in its construction and care as she is in its operation.

Mr. Rogers, her husband, who is in the

To Fight for Sprinkling Reform.

Although the Law Committee of the Board of Aldermen, by reporting favorably upon the Marks street sprinkling ordinance, has paved the way toward a perpetuation in power of the present Street Sprinkling Association, and has "turned down" the ordinance indorsed by the Associated Cycling Clubs and all the allied road users, the matter is not ended.

A meeting has been called for Saturday night at the house of the Century Road Club Association, 310 West 'Fifty-third street, to formulate a protest to the Board of Aldermen and to the Mayor. The clause in the



SHOWING MRS. G. N. ROGERS, THE FIRST AMERICAN WOMAN MOTOR BICYCLIST.

Japan is steadily moving toward the position of being the biggest buyer of American bicycles, and the liking for the product of this country is frequently evidenced by retail sales. The Japanese Minister, en route to Germany, bought an American chainless in New York a few days ago to take with him to the land of the Kaiser, and this made the sixth wheel sold by the same house to Japanese customers within two weeks. There is room for more push after Japanese business by American makers.

It is the looker-on, they say, who sees most of the game, and certainly it is the hanger-on who swallows most of the dust. foreground of the picture, is a dealer and also a motor bicyclist. He is an "old timer" in every sense of the word, having ridden a velocipede in 1874, a high bicycle as early as 1879, and every other form of bicycle since that time. The other member of the trio is A. L. Botham, Mrs. Rogers's son by a former marriage, likewise an ardent motor bicyclist, and, being an electrician, he, like mother and stepfather, is versed in the care and upkeep of his machine.

Familiar as the sight of coaster brake machines has become, they still attract attention. The sight of a rider flying down a long hill, feet at rest and with no hint of the power that is propelling him, is a fascinating one, and it is small wonder that onlookers turn their heads to see, and frequently gaze as long as he is in their view.

erdinance approved by the committee making it possible for only those who have had experience to bid for the work, is so palpably a favor to the present contractor that a frank protest to the Mayor should be sufficient to defeat the bill. Never was a "rider" in a bill more bold and flagrant. It gives the cyclists and others a good chance. All it requires is that they shall be united in a last stand as they have in the past.

Everyone who possibly can should attend the meeting on Saturday night.

Derny Gets two Records.

On the straightaway course at Dourdan, France, Derny has placed both the mile and the kilometer records for motor bicycles to his credit. Using a specially built four-cylinder machine, he covered the kilo in 33 1-5 seconds, and the mile in 53 2-5.

READY FOR BUSINESS. \$1903~

Agents wanted in every part of the United States to sell the celebrated

Orient Bicycles

NOW IS THE TIME TO RENEW OUR AGENCY.
NOW IS THE TIME TO APPLY FOR IT.

ADVANCE SPECIFICATIONS READY.

Waltham Mfg. Company, Waltham, Mass.

THE DIFFERENCE

IN THE COST OF

The Best Spokes and The Next Best

IS SO SMALL THAT THERE IS NO GOOD REASON WHY ANY WHEEL SHOULD BE FITTED WITH OTHER THAN THE BEST, I. E., THE ONE BEARING THIS BRAND:



STANDARD SPOKE & NIPPLE CO., Torrington, Conn.

WHAT SIX MEN WROUGHT

The Gear Evolved Gives Three Changes and is Chockful of Features-How it Works.

The Raleigh or Sturmey-Archer threespeed gear, which is now making its appearance on the English market and under unusually favorable auspices, as was recently noted in these columns, represents a collaboration of six of the best known engineers identified with the British cycle trade, viz.: Messrs. Sturmey, Archer, Riley, Mills, Pellant and Bowden. The fact makes the details of the device of prime interest even in this country; they are well shown by the accompanying illustrations.

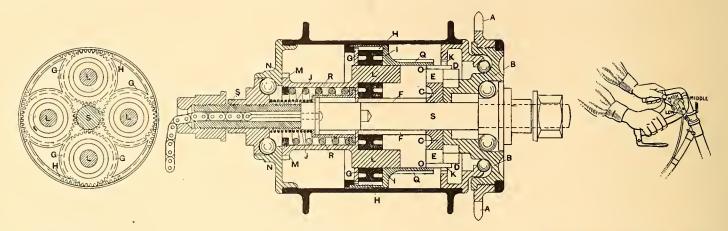
Low gear. Medium or normal gear. High gear.

49.8	62.2	77.7
52.3	65.3	81.6
54.8	68.4	85.5
57.2	71.5	89.3
59.7	74.6	93.2
62.2	77.7	97.1
64.7	80.8	101

To the unmechanical the arrangement may appear complicated, but it is nothing of the kind, and so far as the rider is concerned, he has nothing more to think about than usual. The back hub is adjusted in the ordinary way, and its adjustment also compensates for any wear in the gear ring bearing. The handles can be moved up and down without affecting the length of the cable, and if that should ever require adjustment, simple means of effecting it are provided. The sections shown of the hub

On the actuating wire being again slackened, the spring J moves the gear-box 1 still further to the right, disengaging the clutch members D and O, and causing the four pinion spindles L to engage with the four holes E. The free-wheel clutch then drives the pinions of the epicyclic gear, causing the gear-box I to revolve 25 per cent. faster than the chain wheel A, the motion being imparted to the hub by the clutch members K and Q. This is the high gear.

The function of the spring R is to cause a spring engagement to the clutches in the reverse direction-that is, when changing from high to normal and from normal to low. It also allows the wire to be moved from high to low when the machine is at rest without straining it. There is a freewheel on each gear.



A A, chain wheel.

- B B, driving plate to which A and C are fixed.
- C C, Micrometer type of silent springless clutch.
- D D, clutch locking the spicyclic gear for normal gear.
- E E, holes in the clutch C C into which the

F F, pinion teeth cut on the hub spindle S S. G G, pinions of the epicyclic gear. H II, internal gear teeth cut in the epicyclic

spindles of the gear pinions G G engage.

gear box.

- I I, epicyclic gear box.
- J J, spring actuating the gear box 1 1.
- K K, high speed clutch members.

will make its construction perfectly clear if the following explanation is carefully fotlowed:

It should be understood that with the exceptien of the free-wheel elutch the clutches referred to are what are known as interlocking or jaw clutches. That is to say, teeth engaging with corresponding slots.

The chain wheel Λ drives the free-wheel C, which imparts motion by means of the interior clutch O to the gear-box I. The speed is reduced 20 per cent, by the action of the epicyclic gear, the hub being driven at the reduced speed by the clutch M driving the hub body. On the actuating wire being slackened, the spring J moves the gear-box I to the right, disengages the clutch M, and engages the clutch K. In this position the free-wheel C is clutched directly to the hub by means of the clutch members D. O. Q. K. and the hub revolves at the same speed as the chain wheel A. This is the normal gear, and it will be seen that the epicyclic gear is inoperative in this position.

- L L, spindles upon which the pinions G G revolve.
- M M, low gear clutch.
- N N, low gear clutch teeth on the hub end plate.
- O O, clutch locking the epicyclic gear through the teeth D D.
- Q Q, high speed clutch engaging K K.
- R R, spring for reverse movement to clutches.

Back Pedals to go Forward.

The sight of a rider on a machine called the "Retro-Direct," which has been seen in France, is well calculated to excite surprise on the part of the onlookers. The machine has two chain gearings, one of which is fitted with an intermediate toothed wheel which reverses the direction of the driving. One chain drives forward in the ordinary way with a free wheel hub; the other is actuated by pedalling backward. The backward pedalling actually drives the machine forward, and advantage can be taken of this arrangement to use this second chain to give a low gear. The idea is to dispense with any contrivance in the way of rods or cords to actuate a variable gear. A M. Féass n, after six weeks' practice, is stated to have ridden on this machine up a steep

The Retail Record.

Portland, Ore.-S. H. Brainard succeeds Denton & Co.

Madison, Me.-James Felker sold out to H. L. Sawyer.

The gear is operated by a speed-changing lever, which clips on the handlebar in a small cylinder, and which makes the operation as simple as it can possibly be, and that without moving either hand from the handlebar, the connection from the moving bar to the stationary frame of the bicycle being by Bowden wire. To change to low gear from the normal, which is the middle notch, one pushes the lever forward with the thumb. To put in the high gear one presses it back from the middle notch, and, as the Raleigh people claim, the operation is as simple as ringing the bell. As there is a free wheel on each gear, there is no fear of damaging gears in changing, as those who have not the knack of slightly easing the pedalling at the moment of change can cease entirely. To give an idea of the combinations which the hub gives, it is pointed out that with a 28-inch wheel and 18-tooth rub ring any of the following ranges of gear can be had:

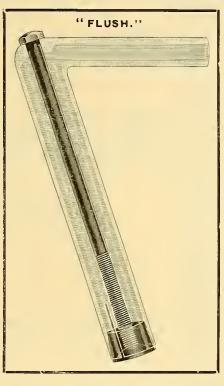
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Standard Bicycle Seat Posts

REGULAR

6 inch Stem x 3 inch Top Bar.



SPECIAL

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Top Bars. E

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OPEN HEARTH STEEL FORGINGS. SEAMLESS STEEL TUBE.

NO BRAZED JOINTS.

PRESSED STEEL CONES. FORCED STEEL BOLTS.

REINFORCED BASE.

With or Without Expander.

Plain or Nickel Plated.

THE STANDARD WELDIN

MILLER, THORNBURCH & CO., 135 Broadway, New York, N. Y. Eastern Sales Agents.

CLEVELAND, OHIO.

L. F. McCLERNAN, 723 The Rookery, Chicago, Ills. Western Sales Agenta

One Test of Interchangability.

While American ingenuity has accomplished wonders in making the much vaunted "interchangeable" feature of cycle parts areality instead of a boast, yet there is unquestionably a very great abuse of the word.

In fact, none but those who have actually encountered and overcome the difficulties standing in the way of achieving this interchangeability can form any idea of what it really costs to obtain it, and it is astonishing how many concerns fall short of it. When it is remembered that it is by no means easy to turn ont on one machine, with the same tool, in the hands of one man, half a dozen parts—be they cups or what not—exactly alike, the truth of this will be understood.

The simplest way to test this is to take an adjustable wreuch and fit it to two sides of a nut. Then take it off and apply it to two other sides of the same nut, and the chances are that it won't fit just as it did at first, If it does, if the sides of the nut are all alike, you may rest assured that there has been first class work put on them. The trouble is that, no matter whether the machine the parts is made on is automatic or not, it is impossible to make the parts exactly alike. By the exercise of great care, especially in inspection, it is possible to reduce the variation until only an expert would detect it, but the variation will be in almost the exact ratio to the time (expense) bestowed upon it.

If this is true of two parts, made one right after the other, how much greater is the danger when the second part is made a week, a month or a year after the first one? Take the case of a cone that is to be screwed on an axle, and is ordered for a machine a year or two old. If the cone is absolutely perfect as to size of hole, thread and shape of ball race, difficulty in screwing it on the axle may be experienced, simply because the latter is a trifle large, or the threads are too full. How much more chance of this if there should be a slight variation in nboth axle and cone. Yet it must fit properly. If it is too tight, it may break while it is being forced on the axle; or, if too loose, it will be impossible to adjust the bearing properly. Yet, in spite of all this, there are plenty of American firms who will supply parts for their machines and stake their reputations on their fitting properly, without alteration.

Appearances That Count.

Cleanly people avoid slovenly stores. Untidy saleswomen and salesmen are repulsive to them. Merchants who seek the trade of self-respecting people should be most careful as to appearances. It is stores where good are arranged in orderly manner, and where employers and employes are neat in their attire, which attract and hold desirable trade, very truly remarks Printer's lak.

"How to Drive a Motocycle." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York.

the set is

EDITION EXT

WALLING TO THE TOTAL TOT

ON DECEM

The Bicyc

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25th Anniversary

BY THE PUBLICATION OF A NUM

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and illustrated wi

RARE AND HISTO

of men, matters

SUBSCRIBERS will receive the numbe the price will be 25 cents per copy.

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and Silver Jubilee

ER UNLIKE ANY EVER ISSUED.

TORY

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COVER

a profusion of

PICAL PICTURES

nd machines.

vithout extra cost. TO ALL OTHERS dvance orders will now be booked.

g Medium is Apparent.

The Merchant and the "Write up."

How many merchants know the way to take advantage of whatever free space they are given? They are too prone to fill it up with boastful generalities or badly constructed sentences that "lead no one to nothing."

How different is the work of the wily press agent, says a contemporary. He gets his matter published, though his show is not a big advertiser, because his copy makes good stuff. Tody Hamilton, of the Barnum show, for instance, can get a whole column in so conservative a paper as the New York Sun, not by an elaborate description of the merits of his circus, but by a screed on how elephants are captured or how monkeys educate their babies.

The trouble with a lot of merchants, for instance, is that they can see nothing but their own stocks and systems. Give one a half column for a "write up" and he'd repeat in a verbose way what he's already said in his display ad. Chances are that it would not occur to him to get himself interview on some lively town subject. It would not occur to him to get up something relating to his business without obviously advertising his establishment.

There are all sorts of ways to get yourself into print without interfering with the business office of a newspaper, provided you have the intuitive sense of what is interesting and useful.

How to Loosen a Tight Nut.

"If you have a nut to loosen and it is too firmly wedged to be started by the ordinary pocket wrench, here is a useful little tip," said a dealer who is np to all sorts of dodges. "Take a hammer or a bit of rock and with it tap the end of the wrench sharply. Three times out of four it will start the

"Don't see how you can get more force to bear on the nut that way than with the hand?" he repeated. "Well, to tell the truth, I don't, either. But the little tap does the work, and there are hundreds of riders who can bear testimony to this effect. Just try it some day when you get a nut that you can't budge."

When his Tire "Punchered."

That all the world is not yet familiar with tires and bicycles is evidenced by the epistle recently received by Wilson & Co., of Ottawa, Canada, from one of their customers:

"The wheel I got from you is a easy running one, although I never can keep wind in it, and if it happened to be punchered I could not take the out side tire off because it has a kind of glue on it, tell me the reason, please."

As indisputable evidence Wilson & Co. forwards the original letter to the Bicycling World.

"Inclosed is check for my renewal, The Bicycling World is thoroughly up to date," —(George W. Stevens, Attleboro, Mass, a nut.
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In fact, none but those who have actually encountered and overcome the difficulties stunding in the way of achieving this interchangeability can form any idea of what it really costs to obtain it, and it is astonishing how many concerns fall short of it. When it is remembered that it is by no means easy to turn out on one machine, with the same tool, in the hands of one man, half a dozen parts—be they cups or what not—exactly alike, the truth of this will be understood.

The simplest way to test this is to take an adjustable wrench and fit it to two sides of и mit. Then take it off and apply it to two other sides of the same nut, and the chances are that it won't fit just as it did at first, If it does, if the sides of the nut are all allke, you may rest assured that there has been first class work put on them. The trouble is that, no matter whether the machine the parts is made on is automatic or not, it is impossible to make the parts exactly alike. By the exercise of great care, especially in Inspection, it is possible to reduce the variation until only an expert would detect it, but the variation will be in almost the exact ratio to the time (expense) bestowed upon it.

If this is true of two parts, made one right after the other, how much greater is the danger when the second part is made a week, a month or a year after the first one? Take the case of a cone that is to be screwed on an axle, and is ordered for a machine a year or two old. If the cone is absolutely perfect us to size of hole, thread and shape of ball race, difficulty in screwing it on the axle may be experienced, simply because the latter is a triffe large, or the threads are too full. How much more chance of this if there should be a slight variation in mooth axle and cone. Yet it must fit properly. If it is too tight, it may break while it is being forced on the axle; or, if too loose, it will be Impossible to adjust the bearing properly. Yet, in spite of all this, there are plenty of American firms who will supply parts for their nuchines and stake their reputations on their fitting properly, without alteration,

Appearances That Count.

Clearly people avoid sloventy stores. Untidy safeswomen and safesmen are repulsive to them. Merchants who seek the trade of self-respecting people should be most careful as to appearances. It is stores where good are arranged in orderly manner, and where employers and employes are neat in their affire, which affired and hold desirable trade, very truly remarks Printer's lak.

"Ilow to Drive a Motocycle." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York.

EDITION EXTRAORDINARY

ON DECEMBER 18

The Bicycling World

WILL CELEBRATE ITS

25th Anniversary and Silver Jubilee

BY THE PUBLICATION OF A NUMBER UNLIKE ANY EVER ISSUED.

THE HISTORY

of every branch of American Cycling will be treated of and will be embellished with a

GLORIFIED COVER

and illustrated with a profusion of

RARE AND HISTORICAL PICTURES

of men, matters and machines.

SUBSCRIBERS will receive the number without extra cost. TO ALL OTHERS the price will be 25 cents per copy. Advance orders will now be booked.

Its Value as an Advertising Medium is Apparent.

The Merchant and the "Write up."

How many merchants know the way to take advantage of whatever free space they are given? They are too prone to fill it up with boastful generalities or badly constructed sentences that "lead no one to nothing,"

How different is the work of the wily press agent, says a contemporary. He gets his matter published, though his show is not a big advertiser, because his copy makes good stuff. Tody Hamilton, of the Barnum show, for instance, can get a whole column in so conservative a paper as the New York Sun, not by an elaborate description of the merits of his circus, but by a screed on how elephants are captured or how monkeys educate their babies.

The trouble with a lot of merchants, for instance, is that they can see nothing but their own stocks and systems. Give one a half column for a "write up" and he'd repeat in a verbose way what he's already said in his display ad. Chances are that it would not occur to him to get himself interview on some lively town subject. It would not occur to him to get up something relating to his business without obviously advertising his establishment.

There are all sorts of ways to get yourself into print without interfering with the business office of a newspaper, provided you have the intuitive sense of what is interesting and useful,

How to Loosen a Tight Nut.

"If you have a nut to loosen and it is too firmly wedged to be started by the ordinary pocket wrench, here is a useful little tip," said a dealer who is up to all sorts of dodges. "Take a hammer or a bit of rock and with it tap the end of the wrench sharply. Three times out of four it will start the nut.

"Don't see how you can get more force to bear on the nut that way than with the hand?" he repeated. "Well, to tell the truth, I don't, either. But the little tap does the work, and there are hundreds of riders who can bear testimony to this effect. Just try it some day when you get a nut that you can't budge."

When his Tire "Punchered."

That all the world is not yet familiar with tires and bicycles is evidenced by the epistle recently received by Wilson & Co., of Ottawa. Canada, from one of their customers:

"The wheel I got from you is a casy runuing one, although I never can keep wind in it, and if it happened to be punchered I could not take the out side tire off because it has a kind of glue on it, tell me the reason, please."

As indisputable evidence Wilson & Co, forwards the original letter to the Bicycling World.

"Inclosed is check for my renewal. The Bicycling World is thoroughly up to date," --(George W. Stevens, Attleboro, Mass,

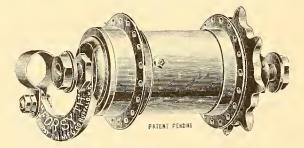
WANTED

TO EXCHANGE PRICES AND SAMPLES FOR YOUR INQUIRIES ON ANY NEEDS YOU MAY HAVE FOR BICYCLE MERCHANDISE.

JOHN R. KEIM,

BUFFALO, N. Y., U. S. A.

HOW MUCH DO YOU REALLY KNOW ABOUT COASTER BRAKES?



If you live to learn and are willing to learn we think it probable that we can tell you some things and show you some things about coaster brakes that you never knew before.

We'll use

THE FORSYTH

to make our meaning clearer and after you've examined and "thought it over" we think you'll admit that we know whereof we speak.

Will you hear our story?

FORSYTH MFG. CO., BUFFALO, NEW YORK.

"She sits forever in the snn."

DENVER, COLORADO.

Joaquin Miller thus wrote of Denver, and all who have seen it pronounce this one of the most beautiful of modern cities. It is best reached by the

NEW YORK CENTRAL LINES

and their connections. Only one change of cars from New York or Boston to Denver.

Deiails of rates and trains gladly furnished by any New York Central ticket agent.

A copy of "America's Winter Resorts," will be sent free, on receipt of a two cent stamp by George H Dan'els, General Passenger Agent, New York Central & Hudson River Railroad, Grand Central Station, New York.

THE JOY OF "THE NOVICE"

Motorless Cyclists and the Wind Furnish Some of it—His Opinion and Experiences.

October and November were great months for motor bicycles.

In The Bicycling World of some eight or ten Thursdays since, in noting some of the trials and tribulations of the "new hand" at motocycling. I think I said enough to demonstrate that notwithstanding the troubles there are also other months in the year that are great months for the selfsame bicycles. But October and November are particularly great months. Any motocyclist on whom the brand "Novice" is but half worn off should be able to youch for the truth of the statement. As one of that ilk, I'm prepared to swear to it.

The "greatness" of the two months is a peculiar greatness. It springs not alone from personal comfort and pleasure but from witnessing the labor and discomfiture of some other fellows. They say that misery loves company; and perhaps it does. But just the same when a chap stubs his toe the crowd laughs. There seems an inexplicable pleasure in the other fellow's pain. Some of my October and November pleasure has been pleasure of the sort.

You all know how it is: the wind blows at this season of the year and, as you know as well, it is not the gentle zephyrs of which the poets sing. Well, sirs, I've watched the other fellows-the chaps on motorless bieycles-bucking that wind, and the sight of them has made me sit up just a little straighter and fairly chuckle in my sleeve. I've had some of them duck for the protection of my rear wheel and then, simply to increase selfish pleasure, I've gently pushed a little lever and left them where the wind could fan them to its heart's content-that is, if the wind has a heart; anyway. I've left them, red faced, tongues out, bent over their bars and toiling like Turks on a treadmill. It's great sport, this seeing the other fellows work.

For a good many years 1 pushed the pedals and imagined I was enjoying myself. And when the wind was with me or when there was little wind or no wind—if the day was not too sultry—I did enjoy myself. But "bucking the wind" now! Excuse me! I've done it many a time and oft, but not lately for any great number of miles. And I've climbed hills, too. If I do say it myself, I was no slouch as a climber, and I'd rather crack a lung than walk.

But it's different now. Four weeks ago I trotted out my faithful old chainless and did ten miles with the wind, ten miles against it. The "ten miles with" was lovely. The "ten miles against" was work—hard work. I can recall the time when I would have denied even such an insinuation, but—well, I've simply ceased deceiving myself,

that's all. Those "ten miles against" "did me up." After I'd covered seven of them, the sight of a short, stiff grade—and the feeling in my lungs and legs—filled me with misgivings. I didn't want to tackle it and fail, and yet—and yet! A drink dispensary at the foot of the hill settled my doubts. I became thirsty and, as becomes a thirsty man, I dismounted and drank. That trip forever settled one thing in my mind: When the wind blows I'll ride a motor bicycle or I won't ride at all.

Let those manufacturers continue to produce "push cycles" who will, and let the young bloods and the fair weather "potterers" push them who will, and when wind and weather conditions are ideal I may push one, too-but let me say this: The riding of a motor bicycle has served to impress on me why the hundreds of thousands no longer buy and ride: Cycling save when conditions are ideal entails too much labor, The cycling germ and my love of the bicycle were too deeply implanted to permit me to see it before, but I can now understand why so very, very many have ceased to cycle. Their interest or affection or whatever it was, was shallow and was soon affected by the heat, hills and headwinds which we warm enthusiasts, in the excess and depth of our infatuation, poopoolied. We were blind because we would not see.

I remarked this to one man and, coinciding with me, he admitted that he "was afraid of the motor bicycle" and favored an automobile. But I want no automobile in mile. It's a lazy man's conveyance and, for me, has small attraction. There's a fascination and satisfaction in sitting astride a saddle, feet on pedals, and in grasping a handlebar that no form of carriage affords; and, more than this, the motor bicycle will go where no automobile can follow. It's the difference between an up-to-date breechloading shotgun and a ten-ton cannon. The motor bicycle is the gamiest little vehicle that was ever put together, and the fact that it requires some brains and a little nerve to operate it but adds to its zest. The n.ore I ride it the better I like it.

The other day after reeling off sixty miles in less than four hours, with and against the wind. I met a "century fiend" grinding out a "hundred." He came into the hotel red face, eyes watery and cheeks hollow and drawn. I took milk. He took whiskey, remarking that the wind was as bad as a climb up a 50-mile hill. I suggested a motor bicycle. "A bunch of trouble." he retorted. And perhaps it is to the man who has no patience or desire to learn.

On another occasion, or, rather, several occasions, men have remarked that the motor bicycle does not afford the physical exercise that is cycling's remaining charm. Poor fellows! They do not know that by a twist of the wrist and resort to pedalling, I can get more exercise in one mile than they can ob-

tain in ten on their motorless bicycles, nor do they know that by the same twist, which cuts off power, and by simply removing the belt from the pulley, I can pedal as easily and freely—plus the added weight of my machine—as can they. But I am not given to that sort of thing. If I want exercise, I keep the power on and pedal uphill. It helps the engine, and does not hurt me, and I can go pedalling up hills with a hand off and without straining a muscle, bending my back or putting a "mouthful of breath. This uphill pedalling is all placeure, and is akin to the exercise in which the motorless cyclist delights, that is, pedalling with the wind.

Personally, I have passed the stage where I damn the machine or its maker for everything that happens. I am learning its every part and the function of every part, and when anything occurs I experience a positive gratification in seeking the cause, and in thus arming myself for the future. Thus, when my piston or connecting rod broke recently, although examination proved it a defective casting, I was not wholly unhappy. It gave me an insight of the "internals" of the motor that I had desired. Again, when the gasolene refused to flow it became necessary to dissect the carburetter, and once more it proved the fault of the maker. The needle had become unriveted and was sticking in the cone, thus choking the feed. I had but a vague idea of the exact positions and sizes of the cone, the needle and the float. Now I am thoroughly informed, and would not hesitate to go at the carburetter to-morrow.

I have had some other troubles, too, that are worth the telling for the help they may afford "brothers in distress."

One of the most vexatious problems that I encountered since my real novice days was due to a spark plug that had become saturated with oil. The motor would hit and miss unaccountably, and on unexpected occasions. It would "sieze" or stick without warning; sometimes it would immediately overcome the "siezing"; at others, a momentary opening of the compression tap and a kick at the pedals would serve the purpose. It acted as if the motor had overheated or lacked lubrication, when examination and oiling proved the contrary. Transbler and spark plug were cleaned with emery cloth repeatedly and the spark proven perfect, all to no purpose. The engine would not run for any length of time. Eventually it developed that oil was working past the piston rings into the combustion chamber and fouling the plug as fast as it was cleaned. By repeatedly sousing the plug in gasolene and burning out the oil in the cavity with a flame and by flushing the motor with the same cleansing fluid through the compression tap and spark plug orifice, the trouble was remedied. But it is plain that the piston rings have lost some of their life and need renewing, as symptoms of the same trouble, now apparent to my eye-oil stains at the joint where cylinder and head

are bolted together—are again promising a cutting of capers.

Another trouble, so simple as to be laughable, balked me for days. Every rough crossing, and frequently no crossing at all, would slow or stop the engine. I attributed it to a change of mixture incident to the jarring, and would at once toy with the gasolene lever and set things right-temporarily. For the best results but the very minimum of gasolene was required, and perforce this lever was kept practically, but not quite, vertical. Without my knowing it, the nuts that secured it did not hold it tightly, and every jar and even the slight vibration due to the motor would gradually work the lever perfectly vertical, and thus shut off the supply of gasolene. As motors eannot run with pure air, of course mine stopped. The lever being so nearly upright and its movement being to all intents imperceptible deceived me completely, and 1 had tackled spark plug, trembler and everything else before I located the real cause of my difficulty, and then I did so only by trying for a new mixture and keeping my hand on the lever for a mile or more. Incidentally, I think we "greenhorns" do not study mixtures sufficiently. While going well, I have frequently found I could go a great deal better by a slight alteration of the lever—usually by feeding a little more gas.

Quite my most recent vexation was due to an equally laughable source. I had stopped for a supply of gasolene and said "two pints" instead of "two quarts," not being near when the filling was done. After doing about ten miles the motor would slow or stop, usually on hills, sometimes on the upgrade, sometimes on the down, the road being quite hilly. Finally I went at the trembler, the plug, etc., and had about despaired when I shook the tank and discovered that it contained not more than a cupful of gasolene. A fresh supply made things right. The queer stoppages were due to the grades. Going up the fluid would be, of eourse, thrown to the back of the tank; going down, it would flow forward, and thus not be fed to the carburetter.

About the only other trouble 1 experienced since my previous "Notes of a Novice" in the good old Bieycling World was due to the working loose of not the core but of one of the terminals of the spark plug. Remedy: wedge the terminal tight or get a new plug.

Another thing I have learned: Beware of the men who are constantly suspecting the batteries. They haven't fooled me yet, because I believe I know a fat, crackling spark when I see it and hear it jump the plug terminals, and know that such a spark cannot come from weak batteries. But I've heard lots of fellows suggest such a state of affairs, and even had a friend in the bicycle business laughingly admit that when they can't tell the cause of a motor trouble it is the easiest fashion to "blame the batteries."

THE NOVICE.

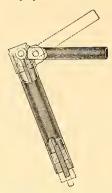
A Combination now Rare.

Except in the hands of a few riders of the "scorcher" class, it is rare to see a combination of short head and low drop handle bar. This is only another way of saying that the low down and far forward position has lost its popularity. Such is the case, however. The great majority of riders seem to strive for moderation. Where machines have short heads the bars have very little drop to them, and some times there is a good length of stem projecting.

Adjustable Without a Tool.

While it has been on the market for some little time, the Ideal Plating Co., Boston, only recently obtained the patent on their automatic saddle post, here shown, the sale of which they now purpose pushing more aggressively. It is an ingenious device that is well worth attention.

The post is made with an internal binder, and is the only post on the market which



permits the saddle to be tilted to any angle wanted, and adjusted in wheel without the use of a wrench. To change an adjustment, simply strike under horn of saddle with palm of hand, pull out saddle post. To tilt saddle backwards, screw cone up with thumb and finger. To tilt saddle forward, screw cone down, then insert saddle post into frame, and strike horn of saddle with palm of hand, and the Ideal Co. guarantee it to hold as firmly as any adjustment made for saddle post. All adjusting is made without tools of any kind, and can be done in the fraction of a minute.

Through Sleeping Car Line to Grand Rapids, Mich.

A Pullman Sleeping Car of latest construction is now attached to New York Central train leaving Grand Central Station at 4:00 p. m., daily, running through over the Michigan Central, arriving at Grand Rapids at 12:55 p. m., next day, connecting in Union Station for all points in Western Michigan. For information and sleeping car reservateservations inquire of New York Central Agents.

Cole's Big Increase.

The G. W. Cole Co.'s "3-in-One" oil is still gaining in favor. Treasurer Slee states that usually a dull month, the sales this November were in the nature of a record, being exceeded only once in the history of the concern.

Credit Due the Chain,

Naked chains are little railed against now-adays. As a matter of tact, the same remark applies to chains, no matter in what aspect they are viewed. So satisfactory have they become that they are seldom mentioned—a certain sign that there is nothing wrong with them

But naked chains were at one time held up to opprobium, condemned unreservedly and universally. Nothing more unmechanical could be found than a chain that was not protected. One did not have to go so far as to have a gear case fitted, but it was at least incumbent upon one to apologize for the uncovered chain, and to admit that it was shameful to make it go through life in such a condition.

It was, too, quite permissble to tell why one did not protect the chain—to say that a gear case was a nuisance; that its weight or cumbersomeness, its cost or liability to get out of order, put it quite out of the question. Or that, if something better were brought out, something that would bring relief from the dirty, noisy, grinding chain, it would be adopted with alacrity. But few thought of defending the use of the naked chain, or were brave enough to contend that it was all right if well made and properly looked after.

Yet just such a plea could be made for it now, if the matter came up for discussion.

The truth is that the chain, in spite of many and obvious faults and shortcomings, is a good average performer. No doubt, its efficiency would be greater if it were protected, but, even as it is, it delivers to the rear wheel a surprisingly large percentage of the power that it receives from the front one.

Much the same reply is to be made to the other much referred to defects of the chain—the great wear and tear on its hundreds of parts, the constant deterioration it undergoes, and the bad condition it gets into in a comparatively short time. It does the work, however, and does it to the satisfaction of the great majority of users. What more could they ask?

How he Protects his Chain.

A curiosity in its way is a chain cover that consists of a separate shield for each link, covering the tooth space, and so preventing much of the mud and dust falling upon the chain. Each shield overlaps the next one to it, so that the cover is continuous. The covers are sprung on and held to the links by little side arms, and, being made in steel, no other fixing is required. The device is of English origin.

Pedals for Winter.

For winter riding rubber pedals are much preferable to rat traps. They seem to protect the feet, preventing that numbness that comes when the thermometer gets low, and contributing much to the pleasure of riding at such times.





IS THERE ANY EARTHLY REASON WHY



shouldn't write us regarding

OUR 1903 OFFERING

of

YALE and SNELL BICYCLES?

It can't hurt you.

It may help you.

It is now "up to you."

KIRK MFG. CO., —Toledo, Ohio. —SNELL CYCLE MFG. CO.,

83 Chambers St., NEW YORK.

167 Oliver Street, BOSTON.





CANARY'S "CAGE"

The Sensational Structure and Feat With Which he Will Thrill the Populace.

Back, back to the cycling whirl has come good old "Dan" Canary, the Nestor of trick riders. After being a pioneer in the feats that are puzzling and leaving the track for the bicycle trade, and leaving that for the chewing gum business, the old time rider, who still looks as young and athletic as he did ten years ago, has returned, like many others, to his first love. The return of the prodigal occurred last year. He arrived in New York on Wednesday, with a wonderful piece of architecture of his own devising, on which he is to do a thrilling, "death defying" act at Madison Square Garden all next week.

The structure used by Canary in his truly marvellous act, the evolution of it in his mind and the difficulties of his feat, which will astonish tens of thousands during the six day race, were revealed to a Bicycling Word man by Dan in a chat had with him soon after he reached the metropolis. Canary decided to try the "cycle whirl" in November, 1901, and he was one of the first ones to perform that feat in the West. To use Canary's own language:

"It was not long before I saw that the act in its original shape would not do. It could not last long as an attraction. The bowl, or whirl, stood on the floor, and you had to climb over into it after first dropping in your wheel. Then you had to make a couple of turns around the floor before getting up on the sloping track. Then it took you two or three turns to slow down and get back to the florr and climb out. There was no introduction to the act and no climax to it. I figured out the arrangement I have now little by little.

"The tower of angle iron that supports the whirl is just forty feet high. The wooden bowl in which I ride is twenty-two feet wide across the top and seventeen feet across the bottom. It is six feet deep, and the sides are pitched at an angle of 60 degrees. There are spaces of from an inch and a half to two inches between the slats. There is no bottom to the bowl, but there is a horizontal ledge a foot wide running around the lower edge on the inside.

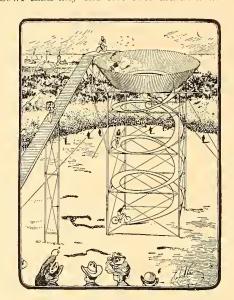
"Leading from the floor up to the bowl is a spiral plane 380 feet long and only two feet wide. From the upper edge of the bowl on one side is the stairway. There is a level platform three feet eight inches wide which runs alongside of the bowl for eight feet before the head of the stairs is reached. The stairway is ninety-four feet long. The steps have a ten inch tread, or surface, are each five inches in height and are three feet ten inches wide.

"I go up the spiral, ride into the bowl, and, after riding in there awhile, come out at

the top onto the platform and down the steps without making a stop from the time I start. It is a continuous ride, you see, with a skyrocket finish—only the rocket comes down.

"You may not think it, but it is easier to ride that spiral with a unicycle than on a bicycle. That is because you are twisting all the time, and while your front wheel is near the outer edge of the plane your rear wheel is near the inner edge. You can keep your eye on the front wheel and keep it from going over, but you've got to know how to steer delicately in order to know where your rear wheel is. It is not the thing to have your wheel slip over the edge when you are halfway up, but it does happen to me occasionally. Then I have to make a hurry up dismount and go back to the starting place again, for I always make a continuous ride.

"While I do more trick riding inside the bowl than any one else ever did in a whirl,



the hardest parts of my act the public does not see well enough to appreciate. They are when I go into the bowl and when I come out of it. Going in I have to ride up the steepest part of the spirit, which has a 25 per cent grade. I have to turn in an eleven foot circle in order to enter, and you can imagine what that means with a bicycle that has two points of contact. Why, my front wheel is almost at right angles to the frame. After I get in it takes me only a couple of turns to get going about on the inclined surface.

"Coming out again is another ticklish job. I get going full speed, you know, and then I zigzag inside the bowl, and gradually come to the upper edge. When I get there, as you can imagine, I am almost horizontal, or at a little more than right angle with the bowl surface. Then I have to get out one the platform and attain the perpendicular on the platform, and it's not easy. Once I slipped and my wheel fell to the floor. I caught my mitts on the edge of the platform and dangled there till they got a fire ladder and took me down.

"Wy wheel? Oh, it's an everyday machine. There is nothing special about it exvept that it has an extra heavy crown and

extra heavy fork, which are almost straight. It weighs twenty-six pounds. Make? Well, I guess it's a Canary wheel. I built it myself."

The Man or the Store?

This is the story of two men and the motor bicycle. It has no plot, but contains a moral—in fact, a brace of them.

One of these men believed in the motor bicycle, dreamed of it and talked of it for several seasons. In time he believed matters were ripe to "try it on the dog," and induced a capitalist to build for him to sell. The other man soon learned what was going on in the factory that made motor bicycles, and as he sold things good for bicycles—motor or otherwise—he called to show his wares.

Unfortunately—or, perhaps, providentially—he was too late to get an order, as contracts had been made for all the goods needed in his lines. Forgetting himself for the moment in his disappointment in not getting an order, he said to the other man: "With the goods you are buying you must be going to sell your machines to department stores."

Without knowing it the man who made the remark touched the motor bicycle man on a fresh sore, because the latter had but just gotten through a warm argument with his capitalist for refusing to sell to two department stores.

With its same old habit, time rolled by, and he who once sold things good for bicycles went on the road selling motor bicycles. Two of his earliest customers were department stores, and the beginning and end of their efforts were confined to ordering and paying for the samples.

Like the famous Stockton problem anent "the lady or the tiger," the two are wondering whether it was a case of the man or the department store.

Alphas and Kings Countys Linked.

A step toward the formation of a powerful motor bicycle club in Brooklyn has been taken by a semi-amalgamation of the Alpha Motor Cycle Club with the Kings County Wheelmen. Each organization will preserve its name and a distinct identity. Ten of the Alphas have joined the Kings County Wheelmen as full fledged members. In return all the members of the motor bicycle club have the privilege of storing their machines in the club house and have certain other privileges in the house. The influence of the motorists upon the Kings County riders cannot be doubted,

HE SOUGHT EXPERIENCE

And why, Having Obtained it, he now Seeks Agency for Another Notor Bicycle.

"For some little time now," said a man in the trade to a Bicycling World representative, "I have been convinced of the logic so often expressed in your paper, that the motor bicycle is coming, and it is a debt I owe myself to get one now, that I may become familiar with it and be ready to pick a few plums next year and from then on. Solely for this reason I recently bought one, direct from the makers. I didn't tell them my purpose in buying, but they must have been mind readers, and it was well that I did buy it in this spirit, as you will see.

"From one or two motor bicycle salesmen who had called on me I had been educated to believe that motor bicycle makers gave all their machines an outdoor test before shipping. While, for reasons which have nothing to do with the case, I bought a machine not made by any one represented by the salesmen who called, the logic of their claims had seemed so forcible that I naturally believed that the trying-out practice was general practice. This cannot be, however, as was shown by the condition of my machine when received, and since then 1 have met one or two other buyers of the same make whose experiences go to prove the makers of the Blank motor bicycle ship from the assemblying room.

"One of the things that I remembered, as a part of the correspondence carried on before the leal was completed, was that with the machine would come full directions as to operation and management." When the bicycle reached me I unpacked the small box containing the saddle, pedals, etc., and, of course, expected to find these directions with the other small but essential parts. But they were not there, and their non-appearance gave me the chance of a life time to learn things before I got through, or rather before I commenced to ride.

"I didn't waste any time lamenting, but put on the saddle, pedal and handlebars, in the meantime doing a lot of thinking and going over in my mind what I had read on the subject. I wasn't particularly green on principles, and knew a little about details, but if I had known more of the latter or had received those directions I could have advanced a little faster. That is, perhaps 1 would, I won't swear to it, because some of the things I found would probably never be specifically mentioned. From the thinking operation I knew that the first thing to do was to make my electric wire connection from the handlebar. And here came my first cause for believing that the machine had never been run, and, more than that, had never been inspected.

"The wire from the handlebar was never attached at its outer end, because that end was cut square off, insulation and all. The

said things. As it was, I got out all the wires had not been bared for a connection. It was an easy matter for me to strip hack the insulation and scrape the wires bright before putting this end in its proper place, but that made me nervous and in a mood to look for any old unsuspected trouble—out of the ordinary. I am naturally optimistic, and by the time I had got the wire attached I had figured it out that, in the hurry of shipping, the packer had picked out the wrong bar and put in the crate.

"I was now ready to try the spark, so unscrewed the plug, laid it on the engine and turned the pulley. No spark! 'Look over the wire connections,' my memory told me, so at them I went, only to find everything all right save at one place. Here there was another blunt ended wire and, of course, no connection. Fixed this and tried for a spark again. Same old results. If I hadn't been out for experience I would probably have



NEW YORK BRANCH: 214-216 WEST 47TH STREET.

back numbers of The Bicycling World and started in to read up on hints and instructions. As fast as I read anything that seemed to fit my case I would try again. Now, one of the points that I read was about a clean spark plug. If you could have seen that plug in my machine you would have thought it had been buried for a year in the refuse of a machine shop. It was coated with a black deposit at the inner end. Cleaning it and bridging across the points of the spark controller gave me a spark, but to get a spark without sparking was a thing impossible. Further hunting discovered a quantity of stuff that looked like paraffine in the contact grip. My reading back numbers had brought out that this must be perfectly clean and free from foreign matter.'

"From this point on I have had pretty good success, but—well, as I said at the beginning. I wanted to learn things, and I have had a few put up against me because of the condition in which I received that motor bicycle. From this standpoint I was satisfied and am not complaining. How-

ever. I can't believe that the makers were so wise as to give me the chance, so when I sell motor bicycles it won't be of that make. I don't want to build over for each customer that I may get. Life is too short, and there are other makers."

To Temper Taps.

An excellent method of tempering taps is thus described:

"After the tap has been cut and finished take it in a pair of tongs and heat it to a blood-red heat over a charcoal fire or the blue flame of a Bunsen burner or blowpipe, turning it around so that one point does not get heated before another. Have ready a pail of clean, cold water, into which a handful of common salt has been put. Stir the water in the pail so that a whirlpool is set up. Then plunge the tap, point first and vertically, into the vortex to cool. The turning of the tap during heating, as well as the swirl of the quenching water, prevents distortion.

"In tempering, the temper of the tap requires to be drawn to a light straw color, and this may be done as follows: Get a piece of cast-iron tube about three inches in diameter and heat it to a dull red heat for about four inches of its length. Then hold the tap, with the tongs, up the centre of the tube, meanwhile turning the tap around until the straw color appears all over it. Then dip the tap in the water, when it will be found perfectly hard.

"The depth of the color, whether light or dark straw, must be determined by the nature of the cast steel being used, which can only be gained from experience of the steel."

The Tall Man's Plaint.

"It seems to me that there is too much 'averaging up' in the bicycle business just now," remarked a rider who is, as he admits, rather particular,

"Time was when we had the high frame and the low frame craze. Both were bad, because carried to an excess. Now makers devote themselves to the happy medium and think that they have solved the problem. So they have, as far as the great mass of riders are concerned. They want frames of medium height. But take me. I want a high frame. On anything else I would look ridiculous. Six or eight inches of saddle post can be improved on.

"It is true 1 can get higher frames than the ordinary 22 or 24 inch by making a close search for them. But if I want a machine that really fits me I must have it made to order."

The Mystifying Spueak.

That annoying and mystifying squeak is still met with occasionally. The other day the Bicycling World man met a rider so afflicted. His machine was a late model and of good make. He had lubricated it thoroughly, but there was a sound of dry metal surfaces in contact, making an irritating noise. Search as he would the rider could not locate it, and the matter took away half of his enjoyment.

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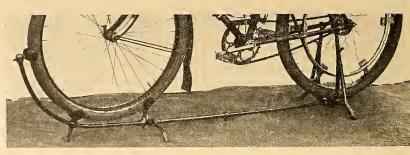
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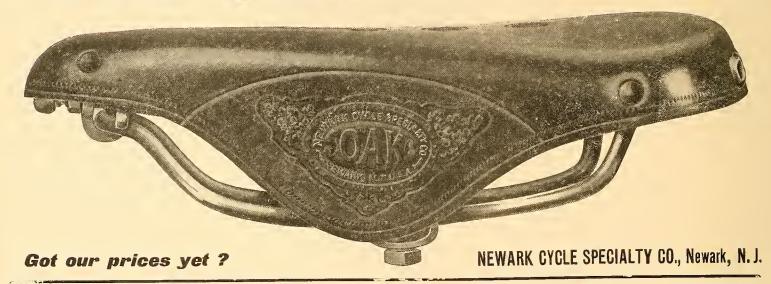
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THE RECORDS TO DATE

The Many new Names and Figures Placed on the Table During the Year.

Another outdoor season of cycle racing has closed, and as yet records seem not to have reached the limit. Each year it seems improbable, almost impossible, that the chief records will be lowered, and yet the figures continue to be shaved.

A summary of what the racing men have done on the track this year shows a cluster of new records at the most interesting distances. The paced records have been most reduced because of the improvement in motocycles, and the motor bicycle figures also have been severely shaded, but there are in addition a surprising number of changes among the unpaced competition records, and more in the amateur class than in the professional. Following is a list of the records for the most interesting distances. The dates given will readily show which were made this year:

PROFESSIONAL

COMPETITNON-MOTOR PACED.

- COMPETITNON—MOTOR PACED.

 1 mile, 1.20, Joe Nelson, Pittsburg, Pa., August 2, 1902,

 2 miles, 2.39, Joe Nelson, Pittsburg, Pa., August 19, 1902.

 5 miles, 6.37, Joe Nelson, Pittsburg, Pa., August 2, 1902.

 10 miles, 13.27½, Joe Nelson, Pittsburg, Pa., August 18, 1902.

 15 miles, 20.28½, Joe Nelson, Pittsburg, Pa., August 18, 1902.

 20 miles, 27.18. Joe Nelson, Pittsburg, Pa., August 18, 1902.

 20 miles, 27.18. Joe Nelson, Pittsburg, Pa., August 18, 1902.

 20 miles, 43.6, Harry Elkes, Charles River Park, Boston, Mass., June 12, 1902.

 50 miles, 1.19.17 3-5, James Moran, Cambridge, Mass., July 12, 1901.

 100 miles, 3.24, 42 2-5, Burns Pierce, Waltham, Mass., July 14, 1899.

 AGAINST TIME—MOTOR PACED.

AGAINST TIME-MOTOR PACED.

- AGAINST TIME—MOTOR PACED.

 14 mile, 20 secs., Major Taylor, Chicago, November 9, 1899.

 1-3 mile, 27 4-5 sees., J. S. Johnson, Nashville, October 29, 1899.

 15 mile, 41 secs., Major Taylor, Chicago, November 10, 1899.

 2-3 mile, 58 3-5 secs., W. W. Hamilton, Coronado. Cal., March 2, 1896.

 1 mile, 1.18 3-5. Joe Nelson, Pittsburg, Pa., August 19, 1902.

 Note—Beyond a mile the competition records behind pace are all superior to the time trials, except the foreign records.

COMPETITION-UNPACED.

- COMPETITION—UNPACED.

 14 mile. 28 1-5 secs., F. L. Kramer, Vailsburg, N. J., May 4, 1902.

 1-3 mile. 38 2-5 secs., E. C. Bald, Charlotteville N. C., November 3, 1897.

 15 mile. 54 1-5 secs., F. L. Kramer, Vailsburg, N. J., June 15, 1902.

 17 mile. 1.55 3-5, F. A. MacFarland, New Haven, conn., June 11, 1901.

 18 miles, 3.59 1-5, F. L. Kramer, Vailsburg, N. J., July 7, 1901.

 19 miles, 10.15, W. S. Fenn, Vailsburg, N. J., August 25, 1901.

 10 miles, 10.15, W. S. Fenn, Vailsburg, N. J., August 23, 1901.

 10 miles, 3.344, F. L. Kramer, Vailsburg, N. J., September 22, 1901.

 20 miles, 33.44, F. L. Kramer, Vailsburg, N. J., September 22, 1901.

 20 miles, 46.06 1-5, E. C. Hausman, Madison Square Garden, September 28, 1901.

 25 miles, 46.06 1-5, E. C. Hausman, Madison Square Garden, September 28, 1901.

 26 miles, 46.06 1-5, E. C. Hausman, Madison Square Garden, September 28, 1901.

 27 miles, 46.06 1-5, E. C. Hausman, Madison Square Garden, September 28, 1901.

 28 miles, 40.07 1, 1902.

 29 miles, 40.07 1, 1902.

 20 miles, 40.07 1, 1902.

 21 miles, 40.07 1, 1902.

 22 miles, 40.07 1, 1902.

 23 miles, 40.07 1, 1902.

 24 Made in bandicap race. A handicap record from scratch is recognized whenever it is better than the figures made in an open race.

 AGAINST TIME—UNPACED.

AGAINST TIME-UNPACED.

- mile, 25 4-5 secs., Major Taylor, Madison Square Garden, December 14, 1900.
 mile, 34 1-5 secs., W. W. Hamilton, Coronado, Cal., March 2, 1896.

- 1/2 mile, 52 3-5 sees., W. M. Samuelson, Salt Lake City, Utah, June 27, 1902.
 2-3 mile, 1.14 1-5, W. C. Sanger, Denver, Col., November 16, 1895.
 1 mile, 1.53 2-5, W. M. Samuelson, Salt Lake City, Utah, July 25, 1901.
 5 miles, 11.04 1-5, Alex Peterson, Dayton, O., August 4, 1902.
 10 miles, 23.09 2-5, W. W. Hamilton, Denver, Col., July 9, 1898.
 25 miles, 59.13 2-5, W. W. Hamilton, Denver Col., July 9, 1898.
 1 hour, 25 miles 600 yards, W. W. Hamilton, Denver, July 9, 1898.
 TANDEM—COMPETITION—PACED

TANDEM-COMPETITION-PACED.

1 mile, 1.461-5, N. Butler-T. Butler, Cambridge, July 31, 1897.

TANDEM AGAINST TIME-PACED.

- 1 mile, 1.37 3-5, McCarthy-Munroe, Brockton, October 3, 1899.
 5 miles, 9.25 2-5, Flower-Church, Philadelphia, November 6, 1897.

TANDEM AGAINST TIME-UNPACED.

1 mile, 1.50, J. Chapman-I. Lawson, Salt Lake City, June 2, 1900.

TRIPLET-COMPETITION.

nile, 1.46, Michael-Stone-Bainbridge, Cambridge, July 31, 1898.

TRIPLET-AGAINST TIME.

- 1 mile, 1.40 2-5, Fornwalt-Monroe-Johnson, Phila-Bellair, Fla., March 16, 1898. 1 hour, 28 miles 75 yards, Kaser-Miller-Gardiner, Bellair, March 16, 1898.

QUADRUPLET-COMPETITION.

- mile, 1.50 4-5, Waller-Leonert, Pierce-Scherer, Cambridge, July 31, 1897.
 QUADRUPLET-AGAINST TIME.
 mile, 1.40, Schinneer-Newkirk-Bohman-Bradis, Chicago, August 20, 1898.

QUINTUPLET-COMPETITION.

nile, 1.46 3-5, Sager-Eckberg-Watts-Swan-brough-Casey, Cambridge, July 30, 1899.

QUINTUPLET-AGAINST TIME.

1 mile, 1.46 2-5, Callahan-N. Butler-Pierce-Walsh-Coleman, Cambridge, August 1, 1898.

SEXTUPLET-COMPETITION.

mile, 1.45 4-5, McDuffee-Caldwell-Sullivan, Mayo-Barnaby-Saunders, Cambridge, July 31, 1897.

MOTOR BICYCLE-AGAINST TIME.

- 1 mile, 1.12 2-5, Albert Champion, Vailsburg, N. J., November 3, 1901.
 5 miles, 6.22 3-5, Albert Champion, Vailsburg, N. J., November 3, 1901.
 10 miles, 12.47 1-5, Albert Champion, Vailsburg, N. J., November 3, 1901.

MOTOR BICYCLE-COMPETITION.

- 1 mile, 1.25 4-5, G. M. Holley, Buffalo, N. Y., August 16, 1901. 2 miles, 2.50, G. M. Holley, Buffalo, N. Y., August 16, 1901. 5 miles, 7.12, G. M. Holley, Buffalo, N. Y., August 16, 1901.

WORLD'S MOTOR BICYCLE RECORD— AGAINST TIME.

1 mile, 1.10 2-5, Darioli, Paris, France, October 17, 1902.

MOTOR TANDEM-AGAINST TIME.

- MOTOR TANDEM—AGAINST TIME.

 4 mile, 191-5 secs.; ½ mile, 391-5 secs., Henshaw-Hedstrom, Buffalo, N. Y., August 10, 1901.

 4 mile, 1.00 4-5, Crooks-Scherer, New Bedford, Mass., June 9, 1900.

 5 mile, 1.18 2 5, Henshaw-Hedstrom, Buffalo, N. Y., August 12, 1901.

 5 miles, 7.08 1-5, Duer-Sinclair, Buffalo, N. Y., July 25, 1900.

MOTOR TANDEM-COMPETITION.

- 12 mile, 37 secs., Derosiers-Burroughs, Hartford, Conn., September 7, 1900. 1 mile, 1.18 1-5; 5 miles, 6.44; 10 miles, 13.22, Hen-shaw-Hedstrom, Buffalo, N. Y., August 13,

- 1901.
 15 miles, 22.22 2-5, Miller-Judge, Cleveland, O., May 30, 1900.
 20 miles, 31.10 3-5, Miller-Judge, Baltimore, Md., September 7, 1899.
 25 miles, 39.46 1-5, Miller-Judge, Baltimore, Md., September 22, 1899.

MOTOR TRICYCLE.

- 1 mile, 1.18 3-5; 5 miles, 6.49 1-5; 10 miles, 14.21 1-5, Albert Champion, Cbicago, September 25, 1900. 50 miles, 1.07.10½, K. A. Skinner, Providence, September 4, 1901.

AMERICAN COMPETITION PROFESSIONAL PACED HOUR RECORDS.

- hour, 41 miles 250 yards, Harry D. Elkes, Cambridge, June 12, 1902.
 hours, 74 miles 1,172 yards, James Moran, Cambridge, July 12, 1901.

2 hours, 89 miles 440 yards, Charles Turville, Salt Lake City, September 15, 1901. 4 hours, 117 miles, Charles Turville, Salt Lake City, September 15, 1901. 5 hours, 146 miles, Charles Turville, Salt Lake City, September 15, 1901. 6 hours, 172 miles, Charles Turville, Salt Lake City, September 15, 1901. 7 hours, 199 miles 220 yards, Charles Turville, Salt Lake City, September 15, 1901. 8 hours, 218 miles 440 yards, W. F. King, Salt Lake City, September 15, 1901. 9 hours, 246 miles 440 yards, W. F. King, Salt Lake City, September 15, 1901. 10 hours, 265 miles, W. F. King, Salt Lake City, September 15, 1901. 11 hours, 239 miles, W. F. King, Salt Lake City, September 15, 1901. 12 hours, 312 miles 880 yards, B. W. Pierce, Waltham, July 3, 1899. 13 hours, 371 miles, 1,540 yards, W. F. King, Salt Lake City, September 15, 1901. 14 hours, 355 miles, 1,540 yards, W. F. King, Salt Lake City, September 15, 1901. 15 hours, 372 miles, W. F. King, Salt Lake City, September 15, 1901. 16 hours, 397 miles, W. F. King, Salt Lake City, September 15, 1901. 17 hours, 409 miles 440 yards, W. F. King, Salt Lake City, September 15, 1901. 18 hours, 416 miles, John Lawson, Los Angeles, June 10, 1900. 19 hours, 425 miles, John Lawson, Los Angeles, June 10, 1900. 20 hours, 450 miles, 1,540 yards, John Lawson, Los Angeles, June 10, 1900. 21 hours, 486 miles, 660 yards, John Lawson, Los Angeles, June 10, 1900. 22 hours, 485 miles 220 yards, John Lawson, Los Angeles, June 10, 1900. 23 hours, 570 miles 1,220 yards, John Lawson, Los Angeles, June 10, 1900. 24 hours, 528 miles 925 yards, John Lawson, Los Angeles, June 10, 1900. 25 hours, 570 miles 1,220 yards, John Lawson, Los Angeles, June 10, 1900. 26 hours, 528 miles 925 yards, John Lawson, Los Angeles, June 10, 1900. 27 hours, 528 miles 925 yards, John Lawson, Los Angeles, June 10, 1900. 28 hours, 570 miles 1,220 yards, John Lawson, Los Angeles, June 10, 1900.

- WORLD'S PROFESSIONAL HOUR PACED RECORD.

- RECORD.

 1 hour, 48 miles 695 yards, Contenet, Paris (Buffalo), October 30, 1902.

 2 bours, 82 miles 1,566 yards, Dickentman, Berlin (Friedenau), August 3, 1902.

 3 hours, 122 miles 1,392 yards, Robl, Berlin (Friedenau), August 3, 1902.

 4 hours, 156 miles 518 yards, Robl, Berlin (Friedenau), August 3, 1902.

 5 hours, 188 miles 188 yards, Robl, Berlin (Friedenau), August 3, 1902.

 6 hours, 188 miles 188 yards, Robl, Berlin (Friedenau), August 3, 1902.

 6 hours, 222 miles 1,410 yards, Robl, Berlin (Friedenau), August 3, 1902.

 12 hours, 349 miles 1,456 yards, Walters, Paris Municipal), September 15, 1900.

 18 bours, 493 miles 1,296 miles, Walters, Paris Municipal), September 15, 1900.

 24 hours, 634 miles 774 yards, Walters, Paris (Parc des Princes), July 8, 1899.

 ADDITIONAL WORLD'S PACED RECORDS.
- ADDITIONAL WORLD'S PACED RECORDS.
- 1 kilometre, 45 2-5 secs, Michael (Paris (Parc des Princes, September 7, 1902.
 5 kilometres, 4.20 4-5, Content, Paris (Parc des Princes), September 7, 1902.
 10 kilometres, 8.16, Bouhours, Paris (Parc des Princes), September 14, 1902.
 100 kilometres, 1.17.00, Contenet, Paris (Buffalo), October 30, 1902.
 Note-Pacad vascation.

October 30, 1902.

Note—Paced records abroad are not to be compared with those made in America, for the reason that the European rules allow a width of twenty-four inches to the pacing machine, while in this country a width of only twelve inches is allowed. A further disadvantage of the American rider is that under the N. C. A. rules the man on the rear seat of a pacing machine must keep his legs moving, while the foreign riders on the rear seat do no pedalling, and thus afford greater protection to the pace follower. With a few exceptions the records made on the other side were achieved with the aid of wind shields and other appliances not permitted here, so that the American performances are really the more meritorious.

AMATEUR COMPETITION-MOTOR PACED.

- COMPETITION—MOTOR PACED.

 1 mile, 1.30 4-5, Samuel Sulkin, Providence, R. I., September 13, 1902.

 2 miles, 2.59 1-5, Samuel Sulkin, Providence, R. I., September 13, 1902.

 5 miles, 7.24 1-5, Samuel Sulkin, Providence, R. I., Septemper 13, 1902.

 10 miles, 16.18 4-5, Joe Nelson, Atlantic City, N. J., May 30, 1902.

 15 miles, 24.55 2-5, Joe Nelson, Vailsburg, N. J., October 20, 1901.

 20 miles, 24.55 2-5, Joe Nelson, Vailsburg, N. J., September 9, 1899.

 25 miles, 47.37, John Nelson, Montreal, Canada, August 10, 1899.

 36 miles, 57.28 2-5, John Nelson, Montreal, Canada, August 10, 1899.

 1 hour, 31 miles 400 yards, John Nelson, Montreal Canada, August 10, 1899.

 AGAINST TIME—MOTOR PACED.

AGAINST TIME-MOTOR PACED.

¼ mile, 20½ secs., R. C. Holzel, Spokane, Wash., September 4, 1899.

1-3 mile, 29 2-5 secs., R. C. Holzel, Spokane, Wash., September 4, 1899.

½ mile, 44 2-5 secs., George Leander, Indianapolis, Iud., September 29, 1900.

1 mile, 1.25 3-5, Walter Smith, Vailsburg, N. J., July 27, 1902.

2 miles, 2.53 1-5, Walter Smith, Vailsburg, N. J., July 27, 1902.

5 miles, 7.18 3-5, Walter Smith, Vailsburg, N. J., July 27, 1902.

10 miles, 16.21, Joe Nelson, Vailsburg, N. J., October 5, 1901.

15 miles, 24.26 4-5, Joe Nelson, Vailsburg, N. J., October 5, 1901.

20 miles, 33.05 1-5, Joe Nelson, Vailsburg, N. J., October 5, 1901.

20 miles, 41.27, Joe Nelson, Vailsburg, N. J., October 5, 1901.

21 miles, 50.23 3-5, Joe Nelson, Vailsburg, N. J., October 5, 1901.

22 miles, 50.23 3-5, Joe Nelson, Vailsburg, N. J., October 5, 1901.

23 miles, 50.23 3-5, Joe Nelson, Vailsburg, N. J., October 5, 1901.

24 hour, 35 miles 1,055 yards, Joe Nelson, Vailsburg, N. J., October 5, 1901.

25 COMPETITION—UNPACED.

COMPETITION-UNPACED.

COMPETITION—UNPACED.

4 mile, 28 2-5 secs., M. L. Hurley, Vailsburg, N. J., July 27, 1902.

1-3 mile, 38 4-5 secs., W. S. Fenn, Hartford, Conn., September 3, 1900.

4 mile, 57 1-5 secs., M. L. Hurley, Providence, R. I., August 13, 1902.

2-3 mile, 1.18. M. L. Hurley, Providence, R. I., July 1, 1902.

1 mile, 1.57 3-5, E. E. Smith, Salt Lake City, August 20, 1901.

2 miles, 4.12 4-5, T. J. Grady, Springfield, Mass., June 20, 1904.

5 miles, 10.56, M. L. Hurley, Vailsburg, N. J., July 6, 1902.

10 miles, 21.23, J. P. Linley, New Haven, Conn., May 30, 1902.

25 miles, 1.00.29, Edwin Forrest, Vailsburg, N. J., July 28, 1901.

50 miles, 2.05.00 4-5, J. P. Jacobson, New York, August 25, 1809.

AGAINST TIME—UNPACED.

AGAINST TIME-UNPACED.

AGAINST TIME—UNPACED.

4 mile, 25 secs., Calvin Snow, Providence, August 25, 1896.

1-3 mile, 33 2-5 secs., A. B. Simons, Deming, N. Mex., May 26, 1896.

5 mile, 53 2-5 secs., N. C. Hopper, Salt Lake City, Utah, August 7, 1902.

2-3 mile, 1.21 1-5, J. G. Heil, Denver, Col., July 31, 1897.

4 mile, 1.37, F. B. Stowe, Springfield, Mass., October 27, 1894.

1 mile, 2.02 3-5, W. F. Wahrenberger, New York, August 5, 1899.

2 miles, 4.25, F. S. Dusenberg, Ottumwa, Ia., July 24, 1899.

5 miles, 11.36 4-5, C. B. Hackenberger, Denver, Col., December 13, 1895.

TANDEM—COMPETITION.

TANDEM-COMPETITION.

1 mile, 1.52 3-5, Hausman-Rutz, Berkeley Oval, New-York, August 25, 1899.

TANDEM-AGAINST TIME.

e, 1.474-5. Kusel-Goodwin, Woodside Park, Philadelphia, Pa., August 3, 1899.

TANDEM-HANDICAP.

le, 1.55, Collett-Wahrenberger, Waterbury, Conn., July 20, 1899.

TRIPLET-AGAINST TIME.

le, 1,54 4-5, Conner-Russell-Holland, Water bury, Conn., June 22, 1898.

TRIPLET-HANDICAP.

Materbury, Conn., September 8, 1898.

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The Week's Patents.

714,164. Pneumatie Tire. Wilbraham Edmund, Ealing, England, assignor to himself, and Alister Macnab, London, England Filed Jan. 3, 1901. Serial No. 41,963. (No model.)

Claim.—1. In a pneumatic tire, the combination of a transversely inflexible and longitudinally flexible and compressible tread having a wide practically flat inner periphery and separately inflatable airtubes each made of air retaining and laterally inextensible material, arranged one inside the other, and adapted to take a flat bearing against the flat inner periphery of said tread, substantially as described for the purpose set forth.

714,245. Bicycle Saddle Cloth. Felix J. Schürmann, Münster, Germany. Filed June 3, 1901. Serial No. 63,009. (No model.)

Claim.—A bicycle saddle having a covering of pile fabric secured thereto, the pile fibres being inclined toward the rear of the saddle, substantially as described.

714,352. Combined Hot Air and Gas Engine, Charles A. Anderson, Erick A. Erickson and John Wickstrom, Chicago, Ill., assignors to Chicago Motocycle Co., Chicago, Ill., a Corporation of Illinois. Filed March 28, 1900. Serial No. 10,570. (No model.)

Claim.-1. In combination with a cylinder and a pair of pistons arranged to work therein, means for controlling said pistons to impart a synchronous but differential movement thereto comprising a pitman support upon each piston, one of which is in the form of an extension whereby the pitman is adapted to be connected with the piston at a point remote from the latter, a pitman pivotally connected with each pitman support, a main shaft located ont of alignment laterally with a line extending between the points of connection of the pitmen with their respective pitman supports and at a point intermediate, the distance separating said points, and crank connection between said main shaft and pitmen, the axis of said main shaft being located at one side of said line extending between the points of connection of the pitmen with their respective supports a distance less than the length of the crank arm.

714.353. Combination Hot Air and Gas Engine. Charles A. Anderson, Erick A. Erickson and John Wickstrom, Chicago, Ill., assignors to Chicago Motocycle Co., Chicago, Ill., a Corporation of Illinois. Filed Dec. 18, 1901. Serial No. 86,433. (No model.)

Claim.—1. In an engine, the combination ef a power cylinder having a heater at one end thereof, and having a port for the intake of air and a separate port for the intake of a combustible fluid, power and transfer piston in said cylinder, and means to cause said pistons to alternately approach and recede from each other, substantially as and for the purpose set forth.

714,402. Frame Joint. James H. Sager and George D. Green, Rochester, N. Y., assignors to Regas Vehicle Company, Rochester, N. Y., a Corporation of New York. Filed April 28, 1902. Serial No. 105,009. (No m:del.)

Claim.-1. In a frame joint, the combination with one section of the frame, of lugs; ears attached to said section and adapted to lock said lugs to said section; and means for connecting another section of said frame to said lugs; substantially as described.

714,492. Explosive Engine. Francois Lagoufte, Asnieres, France. Filed June 26, 1900. Serial No. 21,680. (No model.)

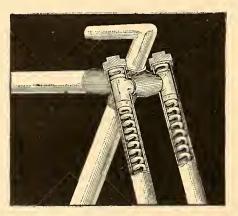
Claim.—1. In an internal combustion motor, the combination of a conduit for exhaust gases leading from the motor cylinder, said conduit having an air inlet near the point of connection to the motor cylinder, valve means controlling the said inlet, valve means controlling the flow of gases through the conduit and located farther from the motor cylinder than the said air inlet, and connecting mechanism which causes one valve to be open when the other is closed, and vice versa.

714,571. Bicycle frame. Hoover W. Freed, Burnham, Pa., assignor of two-thirds to Harry F. Sager and Alfred S. Clegg, Burnham, Pa. Filed July 19, 1902. Serial No. 116,196. (No model.)

Claim.—A bicycle frame comprising a tubular reach bar, a tubular head having a passage in communication therewith, a front stay connected to the head in communication with the same, a vertical brace in communication with the reach, a hollow seat post fitting in the vertical brace and provided with an aperture adjacent the passage of the reach, said post being normally closed, and branch pipes leading from the vertical brace and the front stay, substantially as described.

(14,597. Carburetter for Explosive Motors. Emile L. P. Mors, Paris, France, assignor to Societe Annoyme d'Electricite et d'Automobiles Mors, Paris, France. Filed Jan. 28, 1902, Serial No. 91,613. (No model.)

Claim.—1. A carburetter having a mixing chamber, and injector nozzle opening freely into the chamber, air supply openings above the nozzle and means to simultaneously cut off the air openings and nozzle from the supply pipe to the motor, substantially as described.



THE "REGAS" Spring Frame

Brings Cycling Luxury within the reach of all. Eyepleasing, practical and sold at a popular price.

Thousands of "REGAS" Spring Frame Bicycles in use and not a single dissatisfied customer.

Regas" Vehicle Co., ROCHESTER, N. Y.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVI.

New York, U. S. A., Thursday, December 11, 1902.

No. 11

PLAN NOT MADE PUBLIC

January Fixed for A B. C. Reorganization -More Details of Scheme Leak Out.

Despite published reports, the plan of reorganization of the American Bicycle Co. has not yet been made public and no assessment has yet been made on the outstanding stock. There are reasons for saying that developments in that direction will not occur until the end of the year. January will, however, almost certainly witness the unfolding of the plans and the installation of new officials.

That the plan of reorganization is drafted the Bicycling World stated several weeks since, at which dtime an outline of it was given. Since then amplification of the news has resulted in driving A. B. C. common stock to practically nothing; it has sold as low as 1/2 of 1 per cent, the prospect of an assessment of \$9 a share undoubtedly having to do with it. The preferred stock is selling below 5.

"A member of the reorganization committee" is credited with having given out these fuller details of the plan in view:

There will be an assessment of \$9 a share on both the preferred and common stock for the purpose of raising the cash necessary to meet all reorganization expenses and furnish working capital. As there are \$9,294,-900 preferred and \$17,701.500 common outstanding, this would furnish about \$2,500,-000 of new money.

It is proposed to organize a new company and issue new 6 per cent cumulative preferred stock for the amount of the assessment on the old shares. In addition to these new preferred shares, the old shares will receive in new common stock an amount equal to 50 per cent of their holdings in the case of the old preferred stock, and 25 per cent in the case of the old common stock. In other words, the holdings of present shareholders will be ent in two in the case of the preferred and the allowance to the old common will be one new share to each four of the old. As above stated, they will get new cumulative preferred stock representing the cash they pay in.

The \$9,500,000 of the old 5 per cent de-

benture bonds will be exchanged for a like amount of new 6 per cent non-cumulative preferred stock. Under the present plan no new bonds will be issued at the start.

Thus the amount of the new securities, as planned, will be approximately: \$2,500,000 6 per cent cumulative stock, \$10,000,000 noncumulative 6 per cent preferred stock, and \$10,000,000 common stock.

Prices increased, not Reduced.

Owing to an unfortunate transposition of two rows of figures it was last week stated that the Miami Cycle & Mfg. Co. had reduced the price of certain Racycles, whereas the direct contrary is the case. Instead of being lowered, the list of the racer has been increased from \$52.50 to \$55, and the ladies' roadster from \$45 to \$47.50, and the cheapest model from \$35 to \$40. The other advances were, as noted, that of the coaster brake Pacemaker, from \$60 to \$62.50. In addition a cushion frame coaster brake model at \$67.50 has been added to the Racycle line.

Now Owned by Remppis Alone.

W. F. Remppis, the former secretary and general manager of the Reading Standard Mfg. Co., Reading, Pa., has acquired the entire plant and business of the concern, and will continue it under the old title. He says that not only is it his intention to uphold the reputation of the Reading Standard bicycle, but to increase and enlarge the business.

Decide to Remain in Hartford.

Post & Lester will not leave Hartford, after all. They write that while they contemplated opening a New York store whilst also maintaining the one in Hartford, they have reconsidered the intention and will continue at the old stand in Connecticnt's capital, where they have been located for the past ten years.

Peterlein Buys Out Hamming.

C. E. Peterlein, of Grand Rapids, Mich., has purchased the entire leather grip plant, previously owned and operated by P. H. Hamming, 116 Prescott street, that city. It is his intention to add several new patterns, for which D. P. Harris, of this city, has been made sole agent.

WHEN THE JOBBERS MEET

What They Probably Will do on Monday Membership for Nakers Outlined.

The meeting called for Monday next, 15th inst., by the New York Satte Association of Jobbers of Bicycle Supplies, which has for its object a national organization of jobbers, promises to prove a session of great moment to the trade.

As was stated last week, the meeting will be held in the Astor House, this city; it will convene in Parlor L at 11 o'clock A. M.

The programme outlined is a pretentious ont. It, of course, provides for a change of name-the Cycle Trade Association has been suggested-and for the election of a president, a vice-president, a secretarytreasurer, an assistant secretary and twewlve directors; the assistant secretary is to be a salaried official. It is not likely however, that the officers will be chosen at this meeting. It is more probable that a nominating committee will be appointed which will present a ticket to be voted on at a meeting which it is designed to bold in Chicago in February next.

It is also the intention to institute an associate membership to which makers of bicycles, parts and sundries, will be eligible; these will, however, have no vote.

The cardinal principle of the New York Association will, of course, dominate the projected national organization-that is "jobbers' prices for jobbers only," the difterential being named.

Reductions in Eagles.

While their quad stay racer will be listed at \$50, the Eagle Bicycle Mfg. Co. have lopped \$10 off the price of the Eagle quad stay roadster of 1903, which will be catalogued at \$40. The "take-down" model-the one with detachable connections-is priced

Smith Leaves G & J.

Harold O. Smith, the active manager of the G. & J. Tire Co., Indianapolis, has resigned that office and severed connection with the concern. He has something else in view, but at this time is not free to speak

BACK-PEDALLING BICYCLES

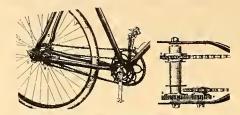
Details of Those French Innovations, Designed to Make Hill Climbing Easier.

Paris, Nov. 28.-About a year ago one of the members of the technical commission of the Touring Club of France, Captain Perrache, gave a public conference upon a system of back pedaling bicycle which he had put to a rather severe test, and his conclusion was that the new device merited the serious attention of makers and cyclists. Very little has been heard about the invention since then, but the idea, nevertheless, caught on among certain progressive makers, and during the late tests of touring bicycles carried out by the French club four back pedaling bicycles were entered by three firms-the Manufacture Française d'Armes et Cycles, of St. Etienne, MM, agnat et Debon, Nos. 69 and 71 Cours St. André, Grenoble, and M. Floquart, No. 73 Cours de la République, Paris. Only two machines, however, took part in the tests, the absentees being the Floquart machine and one of the Magnat-Debon bicycles, which could not start because there was no one to ride it.

At first sight it may be difficult to grasp the precise advantages of the back pedating device. It is in fact a variety of change speed gear. Its use is confined to climbing hitls and gradients when the low speed gear comes into play, and it is claimed that by back pedaling the dead centre is overcome. Apparently what would be the dead centre is displaced by the lower pedal being pushed forward beyond a vertical line drawn through the hanger, and at the moment when the foot has ceased its propulsive effort on one pedal a downward pressnre is already being exerted on the other. The other claim in favor of back pedaling is that the strong muscles of the thighs are used in a better manner, and thus, with more power and a lower gear, the steepest hills can be climbed slowly with very little fatigue.

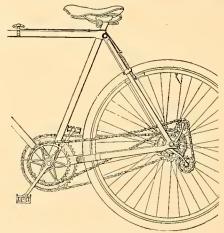
An objection to the system is that the rider is no longer able to pull on the handle bar, but this is more than made up for by the fact that the cyclist is able to use the whole weight of his body. The saddle mnst be placed well back, and the rider must have some little practice to know how to adjust bis weight properly. That these claims are by no means exaggerated would seem to be shown by the performance of an amateur on a Hirondelle back pedaling bicycle of the Manufacture Francaise d'Armes et Cycles. He covered an extremely hilly course of 1331/2 miles, and twice crossed the Tourmalet Mountain, at an altitude of about 13,000 feet, without putting his feet on the ground. Not one of the professionals riding ordinary safeties was able to climb the mountain without resting on the way. The amateur, moreover, had only been riding the machine six weeks. This would seem to be pretty conclusive evidence that there is some real merit in the invention.

The Hirondelle back pedaling bicycle has two chains, the one for the forward drive running on a free hnb pinion without internal brake. The back pedaling chain is on the right side of the machine, and the



HIRONDELLE BACK-PEDALLING GEAR.

sprocket is of much smaller diameter. This runs free when the bicycle is moving forward, and is engaged by a clutch when back pedaling. The chain passes over a second wheel C, forming part of the pinion A, which gears on to the pinion B on the end of the hub. These two pinions are inclosed in an air and dust tight case. When back pedaling the pinion on the left side of the hub, of course, runs free, and the right hand side sprocket being engaged by the clutch converts the motion in the way shown by the small arrows. The system of re-



THE MAGNAT-DEBON SYSTEM.

ducing gear and changing motion seems practical enough, so long as the wheels are properly lubricated and kept in perfect alignment. Being inclosed in an oil bath, the tubrication is satisfactory, but it may be questioned whether the position of the wheels would not result in the pinion A getting out of line. It is simply supported on the thin end of the rear fork, which is further weakened by the passage of a bolt. The Touring Club commission is of the opinion that it would be better to place the reducing and transforming gear on the hanger, which is the strongest part of the machine.

This is in fact the system adopted in one of the bicycles of MM. Magnat et Debon,

bnt unfortunately the machine was nuable to compete through the absence of a rider, and there was consequently no means of ascertaining the efficiency of this service. The second back pedaling bicycle of Magnat et Debon is illustrated herewith. As in the others it has two chains, both running on free hubs, but in the second chain the motion is transformed by two chain wheels. A forked piece is fixed to the hub axle and carries on its ends two small pinions. The chain passes over the wheet and returns by way of the pulleys. Accustomed as we are to the simplicity of the ordinary bicycle the system looks very complicated, and the first thing that strikes one is the probable unnecessary waste of power through friction. The commission, however, is of the contrary opinion. and as the result of the tests it states that the loss through friction is extremely small. It is in fact only the lower part of the chain that is kept taut, and the upper part running round the pulleys is usnally so far loose that the friction is infinitesimal. In order to prevent the chain from jumping the sprocket this is made with teeth of special form, as shown in the illustration, so that however slack the upper part may be there is no danger of the chain coming off. The merits of this system are the absence of any reducing gear besides the chain wheels, and the ease with which the two chains can be regulated independently of each other. The back pedaling chain is regulated for any tension by simply loosening the fork piece, moving it up or down, and tightening the nut.

As these back pedaling bicycles are of such recent invention they were not included with the other bicycles in the classification but were considered apart, and both the Hirondelle and Magnat-Debon machines received silver medals, the highest awards for novelties. It is difficult to say what future is reserved for these new and interesting devices. Primarily intended for mountainous countries, where the gradients are long and steep, any question of complication is only of secondary importance so tong as the bicycle can be driven much more easity up hill than the ordinary machines, and the question is whether they are likely to have a wider application. In flat countries it may not be necessary to have back pedaling bicycles or change speed gears at all, but in all cases where a low gear is an advantage it is clear that if a back pedaling device will allow of this gear being applied more easily and with less fatigue it is bound to receive increasing attention, subject to its not being much more complicated or heavier than the ordinary change speed gear. At present the machines are merely experimental and the gears look somewhat ernde in comparison with the ordinary bicycles, but it is rare that anything like perpection is attained at a first attempt and there is no doubt that a great deal will be done to render these gears neater and more struction.

FEATURES OF THE SHOWS

The English "Annuals" Bring Them out and Make Plain the Trade Tendencies.

As an unerring barometer of the British cycle trade the annual shows—the National and the Stanley—stand pre-eminent. Whether the industry be on the topmost wave of a boom, deep in the doldrums or again on the high road to prosperity, each phase is faithfully recorded on the show glass.

The exhibitions which were held last month proved no exception to the rule. There the evidence was writ plain that the recovery from the depression was general, and that the firms which had successfully withstood the storm were, almost without exception, in a sound condition and looking forward to the future with the greatest eonfidence. This confidence has a two-fold source, due not only to a betterment in the matter of sale volume, but in that of price recovery also.

Turning from the commercial to the mechanical aspect, it is seen that the industry as a whole is equally "live" and healthy. There is not the faintest hint of stagnation. On the contrary, the shows absolutely bristled with changes and improvements—few of a radical character, but all of them furnishing undisputable evidence of a desire to progress and an ability to second the desire effectually.

Concrete evidences of this were found in what were generally admitted to be the "features" of the two shows—Feather-weights, Variable Gears and Motor Bicycles. To these may be added subsidiary features, such as "free wheels," brakes, cross frames and a multitude of "refinements."

Along with all this, perhaps really the first in importance, was a marked improvement in price. It was evidenced chiefly in the appearance of superlative patterns, in an increased showing of the better grades and in a stronger and more persistent push on the medium and high grades as distinguished from the cheap grades. It need searcely be said that this appreciation in price is not being dwelt on too much, but it is there, and it really marks the recovery of the public from the craze for cheapness that, coming in with the ten guinea machine, a few years ago, threatened to carry everything before it.

The present feather-weight era—meaning by "feather-weight" machines that turn the scale at about 25 or 26 pounds, all on—had its beginning a year ago, when the Centaur people brought out as its leader a model boldly dubbed the Feather-weight Centaur. It was pushed strenuously and met with much success, so much so that it became plain that machines of this character were in for a strong run.

Such has proved to be the case. The feather-weight, at a very gratifying increase in price, held the centre of the stage at

the shows and came in for the lion's share of attention. It quite put out of joint the nose of the spring frame, the place of which it plainly usurped. The saving in weight amounts to but a few pounds, and is obtained by the same refining processes that were in vogue, to a much greater extent, when the first feather-weight movement set in in this country, nearly a decade ago. The 25 or 26 pounds that it still weighs—with an extra pound for women's machines—is accounted for by the complete state of the equipment demanded by British riders—including a "free wheel" device, two brakes, mudguards, etc.

The shows find the variable gear considerably less advanced than the featherweight, but at the same time plainly marked for a big run. In fact, the movement-bears a very strong resemblance to that which brought the coaster brake into general use. Much thought has been given to the subject of variable gears, and in addition to those already well known newer ones have been brought out. The most prominent is the Archer-Sturmey three speed device, used on the Raleigh machines and described in these columns a short time ago

Expectation regarding motor bicycles was raised to a high point previous to the shows, and the latter did not disappoint it. Of the prominent cycle building firms but few failed to exhibit a machine of this type. Furthermore, the matter has been taken up in earnest, and intelligence and care bestowed upon it. The crude machines of a year or two ago have been wonderfully improved, and the new ones kept up to a high standard. The result was an exceptionally good showing of these machines, which received even more than their fair share of attention at the hands of the spectators. Indeed, in some cases the ordinary bicycles were neglected by comparison.

The process of refining has been carried on by British makers for so many years that it would be natural to suppose that it had by this time been carried to a logical conclusion. So far from this being the case, however, each year seems to produce more of it. In the matter of brakes it has been carried very far. The wonderful success of the Bowden brake has had much to do with this, and few machines are put out without being equipped with both a back-pedalling and a hand-applied brake. On this account the "free wheel," as distinguished from the eoasterbrake, has had the call. At the same time, the exhibits under notice reveal a distinct increase in the use of the coaster brake. American makes are the most benefited by this, of course.

There is also apparent a growing use of features that originated in this country. Cotter pins and separate cranks, for example, are in some cases being replaced by more upto-date devices, detachable sprockets are more noticeable, and such things as pedal frames made of one piece of metal, internal fastenings, etc., are making their appearance. This tendency is particularly noticeable on the Rudge-Whitworth and other machines. A wood rim model is shown by one concern, and spring seat posts and handle bars are also in evidence.

RUBBER GOODS'S AFFAIRS

Business Separated into Two Departments and a Compromise Effected With Flint.

The rehabilitation of the Rubber Goods Manufacturing Co. is progressing rapidly. When the Flint regime was ended the new controllers of the property found affairs in a chaotic state. The company was so intertwined with the American Bicycle Co., the Crude Rubber Co. and the other promiscuous corporations with which Mr. Flint was identified that it seemed to be an almost hopeless task to unravel the entanglement.

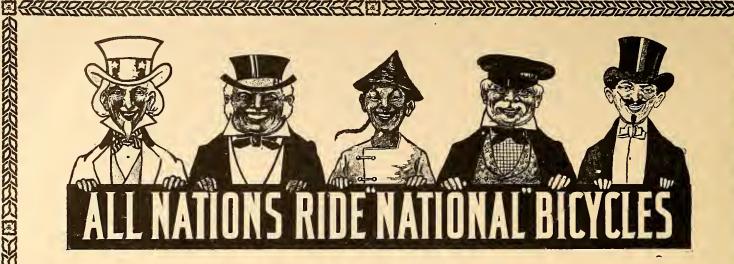
The directors have been in session the past two days and have decided on some very important changes. Instead of every subsidiary concern being managed by its own officials, which not infrequently led to competition between manufacturing plants which were controlled by the Rubber Goods Co., and which should therefore work in harmony, it is now proposed to divide the business into two departments, appointing one head for each.

In earrying out this plan C. H. Dale, who has been the president of the Peerless Rubber Co., was yesterday elected president of the Mechanical Rubber Co, and of the New York Belting and Packing Co. He was also made a vice-president of the Rubber Goods Co. and will manage the mechanical rubber end of the business. L. D. Parker, of Hartford, who has been president of the Hartford Rubber Works, was made president of Morgan & Wright, the India Co., of Akron, and the Indianapolis Rubber Co. To him was given charge of the tire branch of the business. Both were made members of the executive committee of the Rubber Goods Manufacturing Co., and will have entire charge of manufacturing.

In settling for money which the present management alleged had been improperly invested, an agreement was reached on \$750,000 as the compromise amount. The management claimed \$930,000. Instead of allowing the matter to go to court, it was agreed that \$750,000 should be paid for the securities in dispute. Of this amount \$400,000 was paid yesterday through the banking house of August Belmont & Co., who were appointed trustees to handle the funds and take over the securities. The next instalment of \$350,000 will be paid on January 10.

Holley Refutes Rumor.

Persistent rumors that the Holley Motor Co., Bradford, Pa., were about to abandon the manufacture of motor bicycles and discontinue business, are vigorously denied by the Holley people themselves. They attribute the reports to the fact that they have been disposing of a lot of castings and other accumulations of the past year. Far from discontinuing, however, they say their 1903 models are well advanced and will be ready in about three weeks.



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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, DECEMBER 11, 1902.

Next week's the week—the week of the Bicycling World's twenty-fifth anniversary number. If the pictures and the stories that it will present of the men and events that made it possible for you to ride a bicycle or to be of the cycle trade do not quicken your blood and arouse grateful memories theu count your soul as slumbering.

One Way to Get Good Roads.

The bill introduced into Congress last week by Representative Brownlow, of Tennessee, providing for federal aid in road improvement, is one that deserves and should enlist the attention and support of all who have to do with bicycles. If the bureau outlined is instituted and the \$20,000,000 appropriation made, it will be a giant's stride in the direction which all wheelmen would go, and it therefore behooves them to make the most of the opportunity presented.

There is no cycling club or other organization that cannot pass resolutions favoring the Brownlow bill, and all should do so, and see to it that copies of such resolutions are forwarded to their Representatives in Congress. There is no individual who cannot do as much. It is resolutions and letters of the sort that constitute "the voice of the people," of which the gentlemen in Washington and in other legislative halls stand in awe. The present is an occasion when "the voice of the people" should make itself heard.

Similar measures have been introduced before, but have failed of effect largely because of the lack of a display of public interest. But there is no man living who would not prefer a good road to a bad one, and it needs but an expression of the desire to attain such an end.

If Congress can annually appropriate hundreds of millions for the improvement of backwoods creeks and other inconspicuous "river and harbors," to ask that \$20,000,000 be set aside for the institution of permanent roads is a request that, by comparison, is not only reasonable, but modest in the extreme. Federal aid in road building will accrue to the personal benefit of every man, woman and child who constitute the "common people," of whom statesmen and politicians prate, and if the greatest good to the greatest number really is a tenet of popular government such aid cannot be long withheld, and will not be if the people themselves make themselves heard. Cyclists are a part of the people. Let them now make themselves heard.

Shortcomings of Catalogues.

The Texan who last week gave his opinion of the coaster brake in typically Texan style, "I would as soon use a muzzle loading shotgun as ride a bicycle without a coaster brake," was apt in his simile.

Taken in connection with the testimony of his fellow townsmen, who had "abandoned cycling because it was too much like work," and only renewed his use of the bicycle when he "discovered that the coaster brake relieved about one-half of the exertion," the whole story of the coaster brake is summarized in the fewest possible words, all of them strong and close to earth.

It is evidence of the sort that causes wonder that the cycle trade, maker as well as dealer, does not make more of the coaster brake and turn it to better advantage.

Generally speaking, they permit it to sell itself or make only such sales as the coaster brake manufacturers themselves inspire or arouse.

The bicycle catalogue or circular that

makes any pretence of picturing the delights of the coaster brake or the added comfort of cushion or spring frames or other such features, and of stimulating the reader's interest in such devices, is the exception when it should be the rule.

The catalogue has degenerated sadly. It is now mainly made up of a few adjectives, mechanical details and specifications, and unless one is seeking a bicycle they contain little or nothing that will hold the attention or arouse the interest of the casual reader for a moment. Everything is apparently assumed to be a matter of common knowledge.

People must go outside of them to discover what is new or novel or what has been added to the bicycle to make it more like pleasure and less like work.

To employ the Texan's language, all bicycles are still relatively "muzzle loaders," so far as catalogues are concerned; and more's the pity.

Time and Its Effects.

Times have changed and riders with them, during the past half dozen years. There is neither that perennial eagerness to purchase, nor the keen discrimination that used to mark the choice of a machine and made of its selection a momentous matter that could hardly be approached in too serious a spirit

During this time makers and machines have also been subject to the law of change. The same tendencies are noticeable in each. What is is right, and the passage of years merely tends to strengthen this dictum.

If we were to imagine a rider of to-day, imbued with the spirit of the middle nineties, about to undertake the purchase of a new machine, and follow him in his progress from store to store, we would get a still clearer insight into the change that has taken place. The experience would be one full of surprises-surprises for the prospective purchaser and for the dealers with whom he came in contact. The ideal machine, which such a rider always used to acquire finally, would not be so easy to find, for the reason that the points of difference which formerly decided the matter, are nowhere near as marked as they were then.

In the first place, such a rider would have to forego his penchant for extremes.

He would find that designers to-day are nearer together than they ever were. Distinctive features and talking points no longer bristle on every side. To be conspicuously different from the multitude is now a fault, a crime, rather than a virtue.

It is the happy mean that is worshipped, There are to be seen neither excessively large nor excessively small tubing; frame heights, head lengths, drops to the crank hanger-all are in moderation; sprocket wheels are of neither the Brobnignagian nor the Lilliputian order; handle bars are neither long nor short as to stems, nor lowdropped nor high up-curved as to cross pieces; hubs have shrunken from the huge barrel proportions of former days, but have not undergone sufficient diminution to place them in the same class with the tiny cylindes that preceded the aforesaid barrels. In short, each maker seems to be emphasizing the fact that his efforts are devoted to the task of producing machines in which moderation is the keynote.

It is quite possible that this changed attitude has come about in consequence of the right-about-face made by the rider, rather than that the latter's action is due to the maker's course.

The time has gone, by when violent fluctuations are desirable or even possible. Conservatism is forced upon the trade by the very nature of present conditions. The riding public is chiefly interested in procuring machines that will run easily, stand up under severe usage and wear well. That they get these no one will dispute.

Fascination of Six-Day Races.

What the magnates of the trade could not do, the promoters of the six-day race are doing better every year, and that is to keep the general public inferested in cycling. There has been a cry of "cycling is dead," yet from Sunday night until Wednesday night more than 40,000 persons visited Madison Square Garden to watch the annual grind of 142 hours between sixteen pairs of men.

A few years ago there was a great deal of talk about the peculiar fascination of the bicycle. Manufacturers and dealers talked it and proved their sincerity by riding. There was liberal advertising in the trade press and the dailies and their news columns teemed with talk of the delights and benefits of cycling and its unique spell-binding influence. Manufacturers and dealers do not ride now, comparatively speaking; they do not enthuse over the fascinating qualifies of the sport. There is little advertising in the papers and their columns sel-

dom mention cycling except in the briefest of news items. The camaraderie of the road of which those active in the trade and sport were the inspirators and maintainers has gone.

Yet the crowds of thousands who lose food and sleep to hang breathlessly over a prolonged struggle on bicycles, testify to it that the fascination still is there. No such crowds go to six-day pedestrian races. The horse and the dog show combined do not draw such numbers. There is that something about the smooth and noiseless yet rapid motion of men on bicycles that allures and binds the attention just as it ever did. It is a sort of serpentine charming that is felt, but not expressed. The rythmic moving of the legs that seem to flash up and down and around with the pedals without effort is in weird contrast with the strained expressions on the faces of the men. It mesmerizes. Men pay roundly at the door to go in for a few minutes. The minutes lengthen into hours until home and business and sleep and food are temporarily forgotten in watching men glide in a string around an oval track.

What is it, the abstract proposition of a contest, that holds attention, or is it the peculiar motion of the contest—the cycling motion? Men fighting or running would not east a spell over tens of thousands.

Does it not seem, as if all the essentials of the bicycle's fascinaton are as much existent as ever? Why is it not brought out by other than race promoters? Is a new generation of manufacturers and dealers, with a new enthusiasm required to make the most of opportunities?

"Enclosed find money order for \$2 to renew our subscription to the Bicycling World. As we have missed it for several weeks and as we cannot afford to be without a single issue, please send us the back numbers. We wish you a prosperous new year and extend our best regards to the only paper that is standing for the interests of the bicycle dealer."—Schollenberger Bros., Wichita, Kan.

It is an unusually sagacious child that knows enough not to smile when its father attempts to explain just how and why a motor motes or why it fails to.

"Enclosed find my renewal to the Bicycling World. I would not be without it."—Edward R. Clark, Springfield, Mass.

ALMOST A "FROST"

Street Sprinkling Meeting Slimly Attended and Why—The Resolution Adopted.

Last Saturday night at the clubhouse of the Century Road Club Association, 310 West Fifty-third street, New York, there was a meeting held to protest against the approval of the Marks sprinkling ordinance by the Law Committee of tht Board of Aldermen instead of the one introduced by Alderman Oatman, which was indorsed by the automobilists, cyclists and horsemen without dissent. C. J. Obermayer, of the New York Remnant, L. A. W., presided. Others present were: Alderman Joseph Oatman, George Jenkins, Dr. J. C. Le Roy, E. V. Brendon, M. D.; John T. Wall, Will R. Pitman and one Thompson. Several others were also present, but in truth the gathering savored of a frost, the Obermayer-Thompson effort to earn cheap glory by calling the meeting without regard to the other organizations interested having its natural result.

A resolution was adopted condemning the action of the Law Committee and asking that the Marks ordinance be not passed. The resolution was sent to the Board of Aldermen and to the Mayor. In case the ordinance is passed a hearing will be asked for before Mayor Low to protest against its being signed. The resolution was as follows:

Resolved, That the meeting disapprove of the ordinance introduced by Alderman Marks and request that it be not passed by the Board of Aldermen, as it would, if enforced, only continue the present deplorable conditi ns; and that we approve and indorse tht ordinance introduced by Alderman Oatman, at the request of the joint committee, on February 25, 1902, or some similar measure which shall place the sprinkling of the streets under the control of the Department of Street Cleaning, to be done at the expense of the city; and that we urge the different associations interested in this reform, collectively and individuals, to take such steps as shall best promote the adoption of the plan advocated by us; and especially to pers-nally appeal to the Aldermen to defeat the Marks ordinance; and that we request tht press of this city to take up and discuss the matter, in order to stimulate a gearter interest in and promote the accomplishment of this reform.

Will go Abroad.

A contract has been signed by Le Velo, of Paris, and F. Ed Spooner, under the terms of which Sp oner is to take Joe Nelson and Benny Monroe to France in the middle of Pebruary and have them race on the Buffalo Velodrome until June. It is no secret that Nelson is expected to beat the Frenchmen and all others at following the pace of the big motocycles used on the other side, and that one of the objects of Le Velo in engaging him is to have him try to cover fifty miles in an hour.

CARE OF MOTOCYCLES

Some Suggestions to That End That Come From the School of Experience.

A peculiar case of the uneven running of a motor bicycle was recently brought to the notice of a Bicycling World representative. The machine had been used some 3,000 miles, and had given satisfaction all through. Perhaps one of the real reasons for this was that the owner had taken care of it. Unlike too many, he knew that a motor bicycle is a light power vehicle, and that a fraction of the time saved by its use could be profitably, and certainly reasonably, spent in taking care of it. After a ride of any length, say of over fifty miles, he looked it over hefore putting it away. Practice had made him more or less perfect and had cut down the time to not more than five or ten minutes for each inspection. It also brought about the condition that each time he wanted to go for a ride he knew his bicycle was ready to start at the first kick of the pedals.

A few days ago, however, he found that whenever he advanced the spark the motor would stop running. Trying the spark at the high point, with the machine not running, showed that nothing was at fault with any of the connections. As there was also a slight spark at the blade and screw of the controller when the latter was in its advanced position, there seemed to be nothing to indicate that contact was thrown out when in this position. Yet the moment the bicycle was started and the spark advanced, the motor again stopped. This led the owner to believe, without doubt, that the entire trouble came from this act of moving the controller. Just why was the thing to be solved.

The motor in question has an exhaust valve lifter, moving in conjunction with the controller. There is a small screw cap which holds in place the thrust block of the lifter proper, which in turn is connected by a short rod pivoted to the rod moving the spark controller. In handling the parts the owner's hand struck this short rod, which moved back under the slight blow. The trouble at once came to him. The pivoted connection was up and down, and as the small cam, at its back end, came out from under the exhaust shoe, when the controller was advanced, the pressure of the shoe forced the cam out sideways. This put just enough strain on the long controlling rod to slow the controller as it was advanced, with the result that the platinum on the blade worked off to one side of the platinum on the screw tip. Hence no contact. With a turn or two on the small screw cap everything was in running order again,

Directly contrary to the care taken by this owner, another seemed to have the idea that a motor bicycle was a thing which only required the turning of the grip and a cock or two, when everything else would take care of itself. He never looked after things until the motor stopped running, and then spent his time and breath alternately between making vicious dabs at some part and condemning the maker.

Among other things there developed, along in the summer, a pounding in the motor. With the true to his nature indifference to everything so long as the motor ran, he let matters go along without trying to know what was the matter. Put it all down to the peculiarities of motors, his in particular. Finally he was induced to give the matter serious attention, when it was found that one of the bronze bushings at the crank shaft had a soft spot which had worn away and caused a loose bearing.

The makers cheerfully put in a new hushing and would have been glad to do so at the first, not only because it was the right thing to do, but because it would have saved them lots of trouble and a controversy with their customer. Allowing the bearing to go wrong for so long had brought about a condition that was expensive to remedy. here had, of course, been an uneven wear in the cylinder and piston, so that each was out of truth; they were no longer circular in cross section. One of two things had to be done. Either replace them or else take a light cut out of cylinder and put in a slightly larger piston with rings to match. The former was the least trouble and the quickest, and was the thing done.

Then came the controversy. The owner claimed that if the bushing had been perfect there would have been no need of renewal. The makers claimed that the bushing trouble, or rather the pounding, should have been reported early in the case, when its renewal would have been all that was needed. They put the piston, rings and cylinder right for the negligent owner, granting him the concession of cost price, and very properly stuck to their point. His negligence as a whole was apparent in other things about the machine, and this only strengthened the position of the makers in insisting on their technical rights.

While as a whole the advice is good, that when the amperage of the battery has run well down, it can be made to give more and better service by giving a longer contact at the screw of the make and break, this being done by screwing it further into its block, it is also true that the effects should be understood. After this has been done a few times, particularly if the longer contact is carried for a total of many miles, it must be remembered that the blade and screw have been coming together at a different angle from what they were when a short contact was used.

This means that the two platinum pieces have been hammered to meeting faces that will not be parallel when the screw is set back again after a fresh battery has been put in place. The result will be that only one edge of the screw platinum will touch the blade platinum. The result is that for a while a poor circuit will be the result, and while the two pieces are trying to adjust themselves the edges of the screw piece will dig somewhat of a pocket in the piece on the blade. For that matter, the same conditions are started when the longer contact is first made.

As this means that some of the platinum must be cut away to assure a good contact and a resultant circuit, it is a question if the more miles tried for pay. Batteries are cheaper than platinum, and other than where it is a case of getting home from a ride, the more economical thing would be to put in new cells.

This tip comes from an owner who not only derives pleasure from riding, but from studying his machine and occasionally trying a change to see if it will not be an improvement. He rides a motor bicycle of his own construction, but equipped with a motor fairly well known and of good repute.

In riding with other motor cyclists, he came to the conclusion that his motor was not giving the power it ought, for the bore and stroke, in comparison with some of the others. Of course, there were many things that might account for this; proportion of compression, the style of the piston rings and their fit, the compression itself, the ability of the coil to give a hot spark, and many other things. It did not seem to him, though, that any of these things was the real cause. About this time he got to studying inlet conditions. Not only the size, but the subject as a whole, and particularly along the line of a mechanically operated inlet as against the universally used automatic arrangement with its light spring.

Of course, a mechanically operated affair was almost out of the question, as it would mean too much reconstruction. But the thought of the light spring gave him what seemed to be a clue. Taking out the inlet spring, he found it to be made of 16 gauge wire, and that it deflected under a weight of a little more than 151/2 pounds. He got a piece of 25 gauge spring wire, coiled up a length of it on a small mandrel held in a lathe chuck and running on the tail stock centre, and then kept shortening its length until it supported the same weight at the moment of deflecting. This helical spring was put in place on the inlet valve stem, and he claims he gets a much fuller charge of mixture into his motor, with the cousequeut result of more power.

In Memory of Starley.

The fund raised in England to commemorate James K. Starley, who made the safety bicycle practical, has attained substantial proportions and a decision been reached as to the form the memorial shall assume. After threshing the many suggestions it was decided to use most of the fund in endowing a scholarship for road locomotion in the Birmingham University.

THE SIX DAYS' RACE

Despite Mediocrity, it is Drawing Great Crowds—Foreigners Already Out of It.

On Wednesday night at 11.12.47 o'clock the tenth annual six-day race in Madison Square Garden was one-half the way completed. Up to that time it had been in several respects the greatest 142-hour contest that has been seen since the team race was introduced. The old style man-against-man grind is not to be compared with the present fashion of racing in pairs. In some other respects it had been the poorest of such contests. As one critic put it, it was "a cheap race."

Its greatness was chiev in the fascination it exercised over the public. It was n:ore largely attended on the first three days than any previous race of the sort, Again it was agreed by veteran observers that it had furnished some of the most remarkable sprints, the fastest and longest sustained of any former affair. Its poorness was in the material, in the long periods of monotonous plodding and in the low scores made. The ranks of the home riders showed gaps where some of the best six-day men. Walthour, McEachern, Burns Pierce, Babcock, Elkes and others were missing. Mc-Eachern was killed last summer at Atlantic City but the rest had not the same reason for being absent. It was popularly believed that several of them did not start because the management would not pay the premium they placed upon themselves as attractions. The invoice of foreign riders this year also was more disappointing than usual. With the exception of three out of the ten, Gougoltz, Kaser and Breton, they better had been left in Europe. Every one of them was out of the race before the seventy-first hour, which marked the halfway point. The hours of tiresome riding at a loafing pace and the low scores were the direct and natural consequence of the furious sprints made in the efforts to gain or recover a lap. On the whole, the race was most remarkable for the way it attracted the public in the time when pessimists are erying that cycling is passe. This phase of the affair was cause for a week's wonder.

On the opening day, Monday, when Congressman-elect Timothy D. Sullivan started the race at 12 minutes and 47 seconds past Sunday midnight, there were sixteen thousand spectators in the building by the actual tally of the ticket takers

Sixteen teams started in the race as given below, the first five named being from Europe:

Gougoltz and Kaser, Doerflinger and Heller, Breton and Darragon, Lootens and Baraquin, Buisson and Bruni, McFarland and Maya, Bald and Elkes, Stinson and Moran, John Bedell and Menus Bedell, Newkirk and Jacobson, Butler and Turville, Leander and Floyd Krebs, Barclay and Franz Krebs,

Keegan and Fenn, Peterson and Hedspeth, Galvin and Root.

The race started off at a terrific pace and the scenes and incidents of the first hour will long be memorable to those who watched them. Twenty-five miles, 21/2 laps were covered in the first hour and at that early stage of the struggle two teams had lost two laps each and five other teams had lost one lap apiece, leaving nine teams tied for first place. Peterson and Hedspeth were the first team to lose a lap, and Galvin was the first man to fall. There were a number of spills during the first few hours. In the second hour Hedspeth, the negro from Chicago, whose entry caused a great amount of discussion in the American Racing Cyclists' Union, concerning whether or not he should be allowed to ride, fell and broke his collar-bone. His was the first team to retire. A little later Kaser fell and broke a rib, but he rode until Tuesday.

At the end of the first twelve hours three teams had dropped out. At twenty-four hours, twelve of the original sixteen remained, and two hours later only eleven teams were left. By the sixtieth hour there were but nine of the original pairs of starters.

Apart from the falls, in which the only severe injuries sustained were in the cases of Hedspeth and Kaser, as mentioned, the most exciting features of the race occurred early on Wednesday and Thursday mornings, at 2 A. M. cach time. Wednesday morning occurred what, up to that time, was the most desperate sprinting struggle ever seen in a six-day race, or, in fact, a race of any kind. No battle on a track ever was so thrilling to witness, and it threw thousands of spectators into a frenzy of excitement and enthusiasm. It was a sprint occasioned by the determination of the American riders to shake off Breton and Darragon, the only remaining team of foreigners who had kept with the leaders. At the time, seven teams were tied for first place. Breton was caught napping at the end of the circling string of eleven riders and before he could get under way the bunch, led by Leander, had opened up a gap of forty yards on him. After ten minutes of killing riding, during which all the teams made frequent shifts in mate relieving mate, the French team was lapped. Breton made frantic efforts for twenty minutes to jump away and regain the loss, but he succeeded only in so using himself up that when the wily McFarland and Leander started to shake him off a second time, he lost another lap in five minutes,

The second big coup of Thursday morning occurred, when Newkirk and Jacobson, the team of the Century Road Club Association, by co-operating with Keegan and Peterson, a team that had been reconstructed from remnants of retired pairs under the new rules, manage to gain a lap after fifteen minutes of the wildest kind of sprinting. Keegan and Peterson also gained a lap, but the sprint was kept up and the

patched up team could not hold the pace. They lost not only the lap they had gained, but another one beside. Barclay and Franz Krebs also lost a lap to the bunch of riders tied ahead of them, beside the one that all lost to Newkirk and Jacobson. This Wednesday morning struggle was even greater and longer continued than the one of Tuesday. It lasted an hour before the riders ceased trying to regain the lap won by Newkirk and Jacobson, but somehow it did not create the excitement that the sprint of Tuesday did. It was not so spectacular.

The most creditable piece of work came an hour after the big sprint, when Leander and Floyd Krebs, without any aid from another team, set out to gain a lap and did so, thus getting into a tie with Newkirk and Jacobson for first place.

The race is being run on a ten-lap track, banked ten and one-half feet high at the ends and four feet on the sides, the same as last year. The rules were changed in an important respect this winter. It was deemed just when teams were crippled by one man to let the able remnants of such teams pair up if they could do so within four hours. Gougoltz, who had to retire from the race last year because Simar, who was then his partner, "chucket it," had similar bad luck this time, and after Kaser was forced to drop out he could find no one to mate with. After Hedspeth was disabled and Fenn had decided to give up, the partners of the two, Keegan and Peterson, were paired up into a new team, and on Thursday morning were still riding, although three laps behind the leaders. When the race was half over Leander and Floyd Krebs were the best conditioned pair in the race, Newkirk and Jacobson showed second best, the Bedell brothers next, then McFarland and Maya, Barclay and Krebs, Butler and Turville and Keegan and Peterson.

The riders kept ahead of the records for the first eight hours. Then they began to fall rapidly behind them. With half the journey done they were more than 100 miles behind the figures made by Miller and Waller in 1899. The record for a team race of six days is that of Miller and Waller, 2733 miles, 4 laps.

The score at 9 o'clock Thursday morning, the eighty-first hour, was:

EIGHTY-FIRST HOUR.

Teams.	Miles.	Laps.
Newkirk and Jacobson	1,464	ĝ
Leander and Floyd Krebs	1.464	9
McFarland and Maya	1,464	8
Stinson and Moran	1,464	8
John Bedell and Menus Bedell	1,464	S
Butler and Turville	1,464	8
Calvin and Root	1,464	7
Keegan and Peterson	1,464	6
Barclay and Franz Krebs	1,464	5

Best previous record for this hour is 1,580 miles, made by Miller and Waller in 1899.

The score when the race was half done, the

The score when the race was half done, the seventy-first hour, was:

SEVENTY-FIRST HOUR.

Teams.	Miles.	Laps,
McFarland and Maya	1,305	$\bar{3}$
Stinson and Moran	1,305	3
John Bedell and Menus Bedell		3
Newkirk an Jacobson	.1,305	3

Butler and Turville	1.305	3
Leander and Floyd Krebs Barclay and Franz Krebs	1,305	3
Barclay and Franz Krebs	1,305	$\frac{2}{2}$
Keegan and Peterson		$\frac{2}{3}$
Galvin and Root		
The scores as they stood after		
hours up to Wednesday midni	ght fol	low:
TWELFTH HOU	R.	
Teams.	Miles.	Laps.
Gougoltz and Kaser	264	1
Breton and Darragon McFarland and Maya	$\frac{264}{264}$. 1
Stinson and Moran	$\frac{264}{264}$	1
John Bedell and Menus Bedell	$\frac{264}{264}$	i
Newkirk and Jacobson	264	1
Butler and Turville	264	1
Leander and Floyd Krebs Barclay and Franz Krebs	$\frac{264}{264}$	$\frac{1}{0}$
Keegan and Peterson	264	ŏ
Galvin and Root	264	ő
Galvin and Root Doerflinger and Heller	263	7
Lootens and Baraquin	263	+
Buisson and Bruni	263	4
TWENTY-FOURTH B	OUR.	
Teams.	Miles.	Laps.
Breton and Darragon McFarland and Maya	$\frac{494}{494}$	6 6
Stinson and Moran	494	6
John Bedell and Menus Bedell	494	6
Newkirk and Jacobson	494	6
Butler and Turville	494	6
Leander and Floyd Krebs	494 494	6 5
Barelay and Franz Krebs Keegan and Peterson	494	5
Galvin and Root	494	5
Gougoltz and Kaser	494	5
Doerflinger and Heller	494	2
THIRTY-SIXTH HO		
Teams.	Miles.	Laps.
Breton and Darragon	$709 \\ 709$	1
McFarland and Maya Stinson and Moran	709	7 7 7
John Bedell and Menus Bedell	709	7
Newkirk and Jacobson		
Butler and Turville	709	7
Leander and Floyd Krebs Birclay and Franz Krebs	$\frac{709}{709}$	7 6
Keegan and Peterson	709	6
Galvin and Root	709	6
Doerflinger and Heller	708	1
FORTY-EIGHTH HO		
	Miles.	Laps.
Doerflinger and Heller	896	2
McFarland and Maya	$\frac{920}{920}$	9
Stinson and Moran	920	$\bar{2}$
John Bedell and Menus Bedell	920	2
Newkirk and Jacobson	920	2
Butler and Turville Leander and Floyd Krebs	$\frac{920}{920}$	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
Barclay and Franz Krebs	920	$\bar{2}$
Keegan and Peterson	920	
Galvin and Root	920	1
SIXTIETH HOUR		
	Miles.	Laps,
McFarland and Maya Stinson and Morau	1,115 $1,115$	5 5
John Bedell and Menus Bedell	1,115	5
Newkirk and Jacobson	1,115	
Butler and Turville	1,115	ž .
Leander and Floyd Krebs Barclay and Franz Krebs	1,115 1,115	$\frac{5}{4}$
Keegan and Peterson	1,115	4
Galvin and Root	1,115	4
SEVENTY-SECOND H	OUR.	
Teams.	Miles.	Laps.
McFarland and Maya	1,317	7
Stinson and Moran John Bedell and Menns Bedell	1.317 1.317	1/7
Newkirk and Jacobson	1,317	7
Butler and Turville	1.317	7 7 7
Leander and Floyd Krebs	1.317	
Barclay and Franz Krebs Keegan and Peterson	1,317 1,317	
Galvin and Root	1,317	6

Next Week's the Week

OF

BICYCLING WORLD'S

25th Anniversary

≈NUMBER.~

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YOU WILL ALL WANT MORE THAN ONE COPY
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THE BICYCLING WORLD

How his Batteries Recovered.

Talking of how prone are men to "blame the batteries" for motorcycle troubles, George M. Fisher, captain of the Alpha Motor Cycle Club, of Brooklyn, tells a good story that bears on the subject.

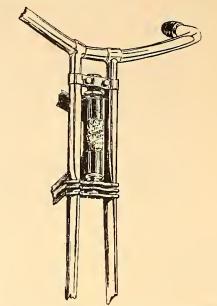
"I knew that my batteries were the cause of my trouble," he said, "because I tested them and found them 'dead.' When I made the discovery I was eight miles from nowhere, and as my machine weighed 200 pounds and the road was none too good. I decided that walking was preferable to pedalling. Accordingly I walked, trundling that heavy weight for all of those eight miles. It took me nearly three hours to cover the distance, and, nearing a town, I decided it would better appearances if I rode through. When I mounted I turned on the switch mechanically and lo and behold! the motor 'moted' beautifully and I sailed through the place at a fair pace and got home awheel. In the three hours' rest which they had had, the batteries had recovered sufficient strength to make it possible.

"At another time weak batteries also developed. But on this occasion I profited by previous experience and instead of walking I simply waited for the batteries to recover, and by dismounting and resting for fifteen minutes or so every time they lost strength I managed to crawl home without trundling the machine a foot of the way."

They are organizing a motor bicycle club in Savannah, Ba., Samuel M. Whiteside, an old cyclist, is the moving spirit in the affair.

How the Merkel Forks are Made.

That the forks that will distinguish the Merkel motor bicycle of 1903 will constitute a strong feature in the literal sense of the words the accompanying illustration of them makes evident.



As was previously stated, the extended oval forksides pass through the crown plates after which they are drawn down to one inch in diameter and are fastened to the fork stem above the head with the triple clip. The two stems of the handle-bar telescope into the extended fork sides making

it impossible for the bandle-bar to be turned from its natural position.

The fork sides are 1½ inch 16 gauge; fork stem, 1½ inch 11 gauge; three crown plates, 8 gauge, mild steel; triple clip, steel casting; head fittings, 1½ inch, 3-16 inch steel balls; handle-bar, 1 inch, 16 gauge, 24-inch spread; double handle-bar stem, ½ inch, 14 gauge.

Dealing with the subject the Merkel people say:

"After exhaustive experiments with front forks on motor cycles we have come to the conclusion that forks and especially fork stems made too rigid by using heavy material are very apt to crystalize. Experiments show that a fork made flexible by using lighter material of the best quality will withstand the vibration which is ever present in a motor cycle and make it a more comfortable riding machine.

"Experiments also show that a fork stem in which there is shearing strain only, preserves its original strength after crystalization. With this fact in view the new Merkel fork is designed to be flexible and to impose no bending strain, but shearing strain only on the forkstem."

Geer Scores a "First" Catalogue.

Harry R. Geer, of St. Louis, Mo., who now styles himself "the Motor Cycle Man," has just issued the first catalogue devoted exclusively to motocycle supplies. He found enough of them to fill sixty pages.

WANTED

TO EXCHANGE PRICES AND SAMPLES FOR YOUR INQUIRIES ON ANY NEEDS YOU MAY HAVE FOR BICYCLE MERCHANDISE.

JOHN R. KEIM,

BUFFALO, N. Y., U. S. A.

\$20,000,000 FOR GOOD ROADS

Congress Asked to Appropriate the Sum-Details of the Federal-aid Bill.

The very first aet introduced into the present Congress deals with a subject often suggested, and while similar measures have been drafted, rone has even been put into such practical form shaped to secure Federal aid in road building. The bill, which is fathered by Representative Brownlow, of Tennessee, seeks the creation of a Bureau of Public Roads, and provides for an appropriation of \$20,000,000, which, on a basis of population, shall be distributed among such States as undertake the construction of permanent highways, of the cost of which the United States Government will bear one-half.

The bill in full is as follows:

A bill to create in the Department of Agriculture a bureau to be known as the Bureau of Public Roads, and to provide for a system of national, State and local cooperation in the permaneut improvement of the public highways.

Be is enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that there shall be in the Department of Agriculture a bureau, to be known as the Bureau of Public Roads.

Public Roads.

Section 2. That the object and purposes of said bureau shall be to instruct, assist and co-operate in the building and improvement of the public roads, at the discretion and under the direction of the director of said bureau, in such States, counties, parishes, townships and districts in the United States townships and districts in the United States as shall be determined upon by said director. The general policy of such bureau shall be to bring about, so far as may be, a uniform system of taxation for road purposes and a uniform method of road construction, repair and maintenance throughout the United States, and to co-operate with any State or political sub-division thereof in the actual construction of permanent highways.

construction of permanent highways.
Section 3. That said bureau shall be under the management and direction of the Secretary of Agriculture, and shall consist of one direction of grad bureau shall consist of one director of said bureau, who shall receive a salary of \$4,500 per annum; one assistant director, who shall receive \$2,500 per annum; one chief clerk, who shall receive \$2,000 per one chief clerk, who shall receive \$2,000 per annum; one stenographer, who shall receive \$1,400 per annum; one clerk, who shall receive \$1,000 per annum; one messenger, who shall receive \$720 per annum; four field experts, who shall receive \$2,000 per annum each; four civil engineers, who shall receive \$1,800 per annum each; four road experts, who shall receive \$1,400 per annum each; one assistant, in charge of road material laboratory, who shall receive \$2,000 per annum; one engineer, who shall receive \$2,000 per annum; one chemist, who shall receive \$1,800 per annum; one petrographer, who shall receive \$1,200 per annum, and such other officers, agents and servants as the director may from time to time require for the purpose of carrying into effect the provisions purpose of carrying into effect the provisions of this act.

Section 4. That there shall be appropriated for the maintenance of said bureau and the for the maintenance of said bureau and the use thereof, out of any money in the Treasury of the United States not otherwise appropriated, the sum of \$75,000 for the salaries herein provided for and for the following items: The general expenses of said bureau; to enable the director, under the direction of the Secretary of Agriculture, to make inquiries in regard to systems of road building and management throughout the United States; to make investigations and experiments in regard to the best methods of road making and the best kinds of road making

materials; to co-operate in the building of object lesson roads in the several States, in accordance with the plan hereof; to employ local and special agents, clerks, assistants and other labor required in conducting experiments and collecting, digesting, reporting and illustrating the results of such experiand illustrating the results of such experiments; to investigate the chemical and physical character of road materials; to purchase necessary apparatus, materials, supplies, office and laboratory fixtures; to pay freight and express charges and traveling and other and express charges and traveling and other necessary expenses; to prepare, publish and distribute bulletins and reports on the subject of road improvement; to enable him to instruct and assist in the building and improving of the public roads and highways in such States, parishes, counties, townships and districts in the United States as shall determine to follow the plans and methods directed and determined upon by the director of said bureau; and to enable him to assist agricultural colleges and experiment stations in disseminating information on the subject of improved roads.

in disseminating information on the subject of improved roads.

Section 5. That any State or political subdivision thereof, through its proper officers having jurisdiction of the public roads, may apply to the director of said bureau for cooperation in the actual construction of a permanent improvement of any public high-

MORGAN & WRIGHT TIRES ARE GOOD TIRES SEE THAT MORGAN & WRIGHT IS BRANDED ON EVERY TIRE AND TUBE NO OTHER IS GENUINE. MORGAN & WRIGHT

NEW YORK BRANCH: 214-216 WEST 47TH STREET.

way within the said State in the following manner: Every application for the co-operation herein provided for shall be accompanied by a properly certified resolution stating that the public interest demands the improvement of the highway described therein, but such description shall not include any portion of a highway within the boundaries of any city or incorporated village.

Section 6. That the director of said bureau, upon receipt of any such application, shall investigate and determine whether the highway or section thereof sought to be improved is of sufficient public importance to come within the purposes of this act, taking into account the use, location and value of such highway or section thereof for the purposes of common traffic and travel, and for way within the said State in the following

poses of common traffic and travel, and for the rural free delivery of mail by the United States Government, and after such investiga-tion shall certify his approval or disapproval of such application. If he shall disapprove such application he shall certify his reasons

such application he shall certify his reasons therefor to the public officer or officers mak ing the application.

Section 7. That if the director of said bureau shall approve such application he shall cause the highway or section thereof therein described to be mapped, both in outline and profile. He shall indicate how much of such highway or section thereof may be improved by deviation from the existing lines whenever it shall be deemed of advantage to obtain a shorter or more direct road without

lessening its usefulness, or wherever such deviation is of advantage by reason of lesdeviation is of advantage by reason of lessened gradients. He shall also cause plans and specifications of such highway or section thereof to be made for telford, macadam or gravel roadway, or other suitable construction, taking into consideration climate, soil and material to be had in the vicinity thereof and the extent and nature of the traffic likely to be upon the highway, specifying in his judgment the kind of road a wise traffic likely to be upon the highway, specifying in his judgment the kind of road a wise economy demands. The improved or permanent roadway of all highways so improved shall not be less than eight nor more than twenty-four feet in width, unless for special reasons it is required that it shall be of greater width. He shall, if requested by the application, include provisions for steel plate or other flat rail construction in double track. Section S. That upon the completion of such maps, plans and specifications, said director shall cause an estimate to be made of the cost of construction of the road intended for improvement and transmit such estimate

for improvement and transmit such estimate to the officer or officers from whom the apthe officer of officers from whom the application proceeded, together with a certified copy of said maps, plans and specifications, including a certificate of his approval of the highway or section thereof so designated as aforesaid.

Section 9. That after the receipt thereof section 9. That after the receipt thereof the official making the application may file with the director of said bureau a second application, with resolution, properly certi-fied, stating that such highway or section thereof so approved shall be constructed ac-cording to the provisions of this act, Section 10. That in case the boundaries of such proposed highway shall deviate from the existing highway the officials making

the existing highway, the officials making the applicatio must provide for securing the

of such proposed highway shall deviate from the existing highway, the officials making the applicatio must provide for securing the requisite right of way prior to the actual commencement of the work of improvement. Section 11. That upon receipt of the application and certified copy of the resolution provided in Section 9, said director shall advertise for bids for two successive weeks in a newspaper published at the county seat of the county in which the road is to be built, and in such other newspapers as shall be deemed of advantage, for the construction of such road, or section thereof, according to said plans and specifications, and shall award such contract to the lowest responsible hidder, except that he may in his discretion award the contract to the State or political sub-division thereof making the application, and except that no contract shall be awarded at a greater sum than the estimate provided in Section 8.

Section 12. That one-half of the expense of the construction thereof shall be paid by the Treasurer of the United States upon the warrant of the Controller, issued upon the requisition of the director of said bureau, out of any specific appropriations made to carry out the provisions of this act, and one-half of the expense thereof shall be paid by the State or political sub-division thereof making application for the co-operation provided for herein: Provided, that nothing herein shall be construed to prevent the State may pay a portion, the county a portion and the owners of the land abutting upon said road another portion; and, provided further, that no money be advanced by the United States in payment of its portion of the cost of construction as provided for herein except as the work of actual construction progresses, and in no case shall the payment or payments made thus prior to the completion of the work be in excess of 80 per cent. of the value of the work performed, but in all cases 20 per cent, must be held until the completion of the work according to the plans and specifications

setion 13. That for the specifications and to the satisfaction of the director of said bureau. Section 13. That for the specific purpose of carrying out the co-operation and actual construction provided for herein and for the maintenance of said Bureau of Public Roads, there is hereby appropriated out of cary maintenance of said Bureau of Public Roads, there is hereby appropriated out of any money in the Treasury of the United States not otherwise appropriated the sum of \$20,000,000: Provided, that no State shall receive in aid of road construction out of any money appropriated for that purpose according to the provision of this act a greater proportion of the total amount approriated than its opulation bears to the total population of the United States.

STEEL ROADS AND CYCLING

How the One May Affect the Other—Better
Than Trolley Slots, Anyway.

A posible prospect of an unlimited extent of ideal cycle paths is shown in the accompanying cut of the steel rail that is now being experimented with to discover if it will effer a practicable solution of the good roads problem. The Automobile Club of America is experimenting with the steel roads that have been so ardently advocated for a couple of years by General Roy Stone, and the first experimental stretch has just been completed in New York City. It is on Murray street, extending the length of the block from Broadway to Church street. This section, the first of several planned to be laid, is designed to test the efficiency of the steel plates for heavy trucking. Other sections are to be laid up town in the city for the use of automobilists and horsemen. These stretches of road are being laid at the expense of the Automobile Club with the permission of the city authorities. President Schwab, of the Steel Trnst, donated the rails. Borough President Cantor is greatly interested in the outcome of the experiment, and so is the City Engineer, as they want to have a double track of them laid on New Elm street should the trial sections prove satisfactory.

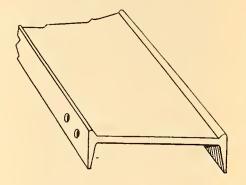
The rails or plates are one foot wide and forty feet in length. The surface has a rough finish. At the outer edge is a rounded ridge a quarter of an inch in height to serve as a guide for wagon wheels. The plates are three-eighths of an inch in thickness. The flanges shown are on the under side and made to be sunk into a bed of broken stone on which the rails are taid. This is to keep them from spreading, and the side thrust is further guarded against by round from braces that bind the two rails of a track, by being bolted from the inside side flange of one plate to that of the other, the braces extending underground.

The section on Murray street consists of a single track with the rails laid four feet six inches apart. The surface of the rails is flush with the paving stones.

These rails, being a foot wide, make splendid cycling tracks. In the city they would put the trolley slot at a grand discount, and if such roads should become popular wheel riders would have miles of perfect riding through territory where they never could hope to have side paths built. Tacks and glass would be quickly detected on the steel plates at a distance great enough to enable riders to avoid them. It would be a millenninm for motor cyclists should such roads become popular.

On Tuesday, when the road was ten-elev-

enths completed, that is to say, when ten of the eleven forty-foot rails which form it had been laid, General Stone visited the scene to make an inspection. It was a bitter cold day, and the General wanted to see if the road was suffering any from contraction. The ground was then frozen so hard that the men working on the road had to build fires on the granite blocks and use hammer and chisel to pry them loose. In spite of these conditions an inspection failed to reveal any ill results from contraction. The rails were then laid for all but 40 of the 440 feet of the block, and the finished part had a promising look, the paving stones having settled so that they were about flush with the rails. The scheme had a very practical look, but the truckmen driving over it did not know what it was all about. They did not try to drive so as to keep the wheels of their vehicles on the rails and their horses on the stones between them, but they did prove very satisfactorily by their ignorance that the rails with their very slight ridges on the outside in no way interfered with either horses or trucks. The teamsters drove over



them and pulled out diagonally without knowing that the rails were there. The drivers seemed to think that the steel plates were some part of a new subway, and had nothing to do with them. Now and then, when some driver did apparently without intent follow the rails, it was plain to observers that his traction was easier. From what little could be studied in this informal way the road commended itself as a sound and practicable proposition.

General Stone's idea is that the rails should have horizontal notches in them about six inches apart, and so cut that they would have but one wall, like the teeth of a ratchet, and that wall or back would be toward the down grade portion. Then if a horse should happen to step on a rail and his foot slipped the caulks of his shoe would slide right back into the notch and there be checked. Bicycle tires would sink into slight depressions of this description and be prevented from slipping, and, arranged as described, such notches would be equally effective for vehicles going up or down a grade. The fact that the rails have no roughening or depressions to prevent slipping on them in wet or icy weather may, it is admitted, detract some from the satisfactoriness of the experiment, but General Stone is sanguine in the belief that the value of such roads will be sufficiently demonstrated to lead to the construction of other stretches.

The next section of steel road to be laid will be in Seventh avenue, above One Hundred and Twentieth street, where a quarter or a half of mile of rails will be put down.

Steel roads cost about \$4,000 a mile, according to General Stone, and are no more expensive than macadam roads.

The work of laying the section in Murray street. New York, was interesting. It was not unlike the laying of a railroad, except that there was no wide and deep roadbed and no cross ties. Instead of ties, bar hou braces connected the rails every thirteen feet to keep them from spreading apart or pushing together. In putting down the rails two trenches, each a little more than a foot wide and two feet deep, were dug four and a half feet apart. On the bottom of the trenches were laid the granite blocks taken up from the street. On top of the blocks are laid broken stone and then gravel, and this is pounced together into a firm bed. The rail is laid in this bed and pounded down to a level with the abutting paving blocks. The work is done with great care and proceeds very slowly. A spirit level is used to see that the rails are on the same plane and that the grade is preserved. Working in Murray street, the men had to dig big heles in the ground every forty feet, where the rails were to be joined, so that the riveters could get into them and do their work. Running in an epen country, the rails would be raised to be riveted, and this would not be necessary. This experimental stretch was laid at a great disadvantage, with inexperienced men, and took twice as long otherwise.

Mail Vote Now On.

Next Monday, December 15, the polls close for the mail vote on the annual election of the Century Road Club Association. The opposition developed resulted in the nomination of independent candidates for captain and first lieutenant only. The full ticket named is as follows, there being two color bearers, two buglers and six directors to be elected: Presid∈nt, R. A. Van Dyke; first vicepresident, T. M. Jones; second vice-president, H. S. Judd, of Chicago; corresponding secretary, W. H. Latham; recording secretary, H. S. R. Smith; treasurer, F. W. Eyre; captain, L. V. D. Hardenbergh, regular; Samuel G. Major, independent; first lieutenant, Charles Levy, regular; J. Schoen, independent; second lieutenant, A. A. McFarlane; color bearers, E. R. Lawrence, G. J. Kohlmann; buglers, Anthony Neff, Christie Moe; board of directors, P. Wellenschlager, John Cornish, C. P. Staubach, John Wall, Edw. Polasek, Archie Matheis, of St. Paul, Minn.

Will Have a 25th Birthday, Too.

America's original club, the Boston B. C., will celebrate its twenty-fifth anniversary on February 14th next. While an annual dinner is always a feature of the club's affairs, it is expected that the one on this occasion will prove out of the ordinary.

Century 7" Fiends " and Coaster Brakes.

"Why is it that most of the 'pluggers' and 'century fiends' hold the coaster brake in such disdain?" was asked of Dan M. Adee, one of the more sedate lights of the Century Road Club Association.

"It's pretty hard to say," he answered after some hesitation. "I suppose the fact that a wheel with a coaster brake is not considered safe for pace followiwng is one reason, but in a general way I should say that it is a matter of sentiment. The boys probably think that using the device would make them appear as if shirking work."

Adee himself no longer grinds out many centuries and long since embraced the coaster brake, and after delivering the foregoing opinion launched into an eulogy of it that would have made the makers fairly puff up for very pride had they heard it.

100 Kilometers on Alcohol.

In France, where alcohol is cheaper than gasolene and where for the benefit of the alcohol producing agricultural classes, the Government is given to fostering any movement that will increase its use, much attention is being given to development of motors using alcohol. Numerous automobile contests and several for motocycles have been run for that purpose, the most recent for motocycles occurring late last month at Epernay, in which 14 motor bicycles started. But four finished, several having been thrown by dogs, the winner turning up in the person of Rene Gallice, who, on a 21-4 h. p. Werner, completed the 100 kilometers (62 miles) in 2:22:10.

Why he Expects Better Business.

"I expect to have a better season than usual next year," remarked a metropolitan dealer a day or two since. "Upon what do I base my belief? Well, chiefly on the fact that there are so many dealers who are devoting time and energy in either trying to break into the automobile trade or who are already in it. It stands to reason that their bicycle businesses will go to some one else, and I figure that the man who continues to apply himself to bicycles is the man who will get it. I purpose being a man of that sort."

Conditions in Kansas.

"Trade is holding up well ont here, especially repair work," write the progressive Schollenberger Bros., of Wichita, Kan. "Indications are for a better season than ever next year, the mail order houses having lost their grip and the demand being for a better grade of bicycles."

Birch for Wood Rims.

A great deal of beech is now being made up into bicycle rims. Ash, elm and hickory have all been used at one time or another in the past. As one variety of wood becomes-scarcer rim makers turn to something else.

How Gas Lamps are tiaining.

Mfg. Co., was in the city last week he smiled all over when the sterotyped "How's business?" was put to him.

"It's bully!" he said in response. "The jobbers all have orders in hand and are calling for lamps and we are not able to meet the call. The market is bare of Solars. I don't think you can find a dozen of them in stock in any jobbing establishment in New York, and the condition here is the condition everywhere. Our factory is working on automobile lamps entirely and until after the end of the menth we won't be able to deliver a single bicycle lamp. The situation means that we'll sell lamps next year and plenty of them."

Keck also states that the bicycle gas lamp is gradually working its way eastward. Until about two years ago it was all oil this side of Cleveland, another year the carbide burner progressed in favor as far as Buffalo and now Keck says it bas about reached Albany.

Innovations in Lamp Brackets.

The A. Nelson Mfg. Co., Chicago, have brought out about the only real novelty in sundries that has made its appearance in some time-a lamp bracket designed for use on bicycles with short heads or when extension handle bars are used. In the case of the former the bracket is clamped on the handle-bar stem, in the case of the latter it is secured to the extension of the handlebar itself being of a shape and length that permits the lamp to project well forward; it will fit also any other style of bar. The Nelson people contend that this is the most desirable position for a lamp, as not only does it prevent marring of the enamel, but it throws the light in the direction in which the wheel is steered.

The Original Cycle Jobbers.

From one viewpoint, John S. Leng's Sons Co., of this city, were the original cycle jobbers. In 1879 they carried imported weldless steel pipe-in those days they did not call it "tubing"—in stock in their present establishment, 4 Fletcher street, and were one day startled by receiving an order for some of it from McKee & Harrington for use in building bicycles; at that time McKee & Harrington made the Union bicycle and their order is still a part of the Leng records.

The Retail Record.

Marietta, O.-R. E. Race, Big Four Cycle Co., damaged by fire.

Wolfboro, N. H.-Mark B. Blaisdell sold out to George H. Mason.

"How to Drive a Motocycle." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York.

When L. J. Keck, of the Badger Brass | F EVERYTHING ELSE ABOUT YOUR BICYCLE

18

as good

as

the

Persons Saddle



you

will never have cause to apologize for or be ashamed of it.

The Persons is a guarantee of quality. You never see one on a cheap bicycle.

PERSONS MFG. COMPANY.

C. A. PERSONS, President,

WORCESTER, MASS.

PITY THE CREDIT MAN!

One of Them Tells Why They are Unpopular and how They "Size up" Customers.

There is probably no person connected with business enterprises who receives as many criticisms and raises as much spleen as the peor credit man, says one of the "poor" fellows.

The nearer he adheres to the line of duty the more he is liable to be censured by both salesman and purchaser, all of which is exceedingly unjust. The credit man is the watchdog of his employer's property, as the treasurer is of its money. He has no more right to let the merchandise of his employers go out on a known uncertainty than the treasurer would have to put up its money on a game of poker or a horse race.

Many concerns have been ruined by credit men who "run chances" with its goods, but the honest man who has the keeping of another's property can do nothing else than to watch with the utmost vigilance and refuse to let it go out of his hands without a reasonable assurance that its equivalent will be forthcoming according to the contract made at the time of sale.

Friendship on the part of the salesman for the purchaser, general appearance on the part of the latter, a reputation for honesty in the community and a thousand other things that tend to promote confidence, but are not evidences as to responsibility, and will not move the credit man if he is true to his trust. Credit is a will o' the wisp; to-day it flourisheth as the grass, and tomorrow it withereth and is east into the oven.

A man may be good to-day and the next year may be absolutely unworthy of credit. Many a man whose credit in 1893 would have been bankrupt in 1894, and that through no fault of his own nor because of any dishonest intention or practice.

The credit man must be of a judicial turn of mind, and, like justice, must be blindfold to all sentiment and judge solely from conditions and not theories. It is not just to sell a man on his past record only, or because he paid his bill two or three years ago. A few hundred dollars' margin may be wiped out by a few months' illness or by trusting out goods injudiciously, or by loss of trade, increased competition or hard times, a consequent loss of profit and the eating up of all the capital in the living. Hence the credit man must look to present facts and not dwell in the past.

His sources of information are varied. First is the salesman, whose judgment is to be discounted by his interest in making the sale, by his temperament, whether sanguine or pessimistic, by his experience and by the credit man's experience with him. If he is a new man on the road he naturally believes any representation made. He takes all for granted, and feels that the credit man ques-

tions his honor if he questions his judgment, but he learns better as the bills become due and his faith is proven unfounded.

Another source of information is the buyer's acquaintanaces. These are often pressed by the traveller as the best of evidence, whereas they are in reality of slight value, excepting as a straw which shows which way the wind blows. The butcher and grocer may say he pays them, but it is very easy to pay dollars at home where hundreds are owing abroad, and it is a matter of pride for the buyer to keep up his local credit.

The landlord is a rather prolific source of information to the inexperienced salesman, and almost invariably says that the merchant is "all right," but what does he know about it?"

The banker may say he carries him for as high as \$500 or \$1,000, but he may have a lien on everything the man has.

A fellow traveller for another house may say "he is all right; my house sells him"; but he very seldom knows how much he is owing his house, so that these sources of information are varied, they are not sufficient to prove that a man who is asking credit is financially responsible.

Another conspicuous and glaring evil is the pernicious system of long term credit which now prevails. It is an old and truthful adage that "short credits and prompt payments make long friends." As the financial worth of many people is subject to financial variation-when monetary responsibility goes up and down like mercury in a thermometer-and under the system of long credits we are selling with the fullest confidence have ceased to be worthy of accommodation. Another and chief source of information is through the mercantile agencies. This source is ridiculed, and, like all human institutions, is doubtless defective and at times grossly unreliable. As good as these agencies may be, they should only be a mere factor in determining credit.

Some lay much stress upon the desirability of a full knowledge of detail and nicety in the construction of a statement, the manner in which it is made up, etc., as indicative of good business, but this is a mere detail in determining credit, "The bird with the handsomest plumage does not always sing the sweetest."

From the above will be seen that the credit man has considerable of a burden to bear. In fact, the nervous strain placed upon him because of the responsibility incident to his position is greater than ony any other class of employes.

If he asks for a property statement give it cheerfully. Keep nothing back. If you are worthy of credit you must stand the consequences like a man and not try to put the credit man in a position where he is liable to be censured by his employers or perhaps lose his official head.

"Credit never knocks at the door of the indolent, never lingers under the shadow of indecision, never smiles on good intentions that are barren of results."

"AMERICAS" NOW CHUCKLING

How an Editor Unwittingly Gave Them the Chance to Laugh at Their Rivals.

While the Century Road Club Association was chuckling over its coup in carrying off the chief honors in the open road race held by its hated rival, the Century Road Club of America, as was remarked last week, its joy was suddenly turned to anger and distress; and the Americas had nothing to do with it, either.

It appears that the Association, in order to keep itself in the public eye and to make its rival turn green for envy, made some sort of a deal with Newkirk and Jacobson whereby the latter would wear their colors and ride as their representatives in the six days race. The deal arranged, the Association's press agent wrote a glowing story of the two men and the organization they would represent, and, accompanied by photographs, mailed it to the New York daily papers.

Only one of them used the matter and pictures, and this one—horror of horrors—credited the riders not to the Association, but to the Americas.

The next evening a regular meeting of the Association was held. Two hundred and twenty members attended. Those who had not already seen the editor's error quickly learned of it and the wails of anguish that arose are said to have shaken the roof.

When the meeting convened the storm brake, opinions were unloosed in broadsides and if the offending newspaper man had been there he might have been lynched or torn asunder so high did the feeling run.

The next day he was "seen" by certain Association officers, but with what result has not developed.

Meanwhile the Americas are reported to be indulging in chuckles that there is no attempt to conceal.

How Merchants Succeed.

The successful merchant justly attributes his success to the fact that he co-operated with his employees, sought their ideas, encouraged them to give voice to them, says Spatters.

No great business was ever developed through the efforts and ideas of one man. As much depends upon the accumulation and classification of individual plans, their proper use and acknowledgment, as upon capital. The greatest individual manufacturer of iron and steel said that his success was due to the fact that he surrounded himself with men who were capable, who had ideas and who were ambitious to use the powers given them by the Creator.

Nothing can succeed unaided. The successful business results from the efforts of successful employees. One looks to the other for sustinence. They co-operate and succeed, and success there means further successes in other channels—the home, mental development, a general upbuilding of the structure of human existence.



GO WAY BACK 25 YEARS

TO THE ORIGIN OF

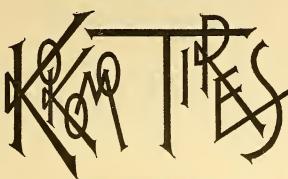
SEAMLESS STEEL TUBES.

No Mill has Produced
Better Quality,
Closer Diameters,
More Uniform Walls

THAN

THE STANDARD WELDING CO. CLEVELAND, OHIO.





were unknown,

because the speed and comfort of pneumatic tires was then unknown and unthought of.

In 1902



were known

and used wherever there existed desire to obtain all that was best and most satisfactory in bicycle tires.

In 1903

the good work will go right on and the Kokomo tires continue to bring converts to the Kokomo standard.

KOKOMO RUBBER COMPANY,

KOKOMO, INDIANA.



IT'S ALL IN THE PUSH

KEEP YOUR SOPEN BUT VAIT

FOR THE RACYCLE SALESMAN

LESS EXERTION To Sell BETTER Results Profits Speeds

FOUR (4) RACYCLES SOLD IN 1902 TO EVERY ONE (1) OF OTHER MAKES



PERFECTION He runs straight and true

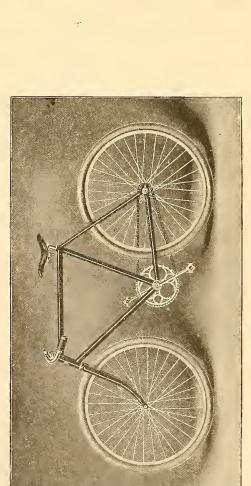
A BIKE BOY FREAK He runs sideways and wabbles

Like a RACYCLE Between bearings Pushes easy

Like a Bicycle Outside bearings Pushes hard

IF YOU CAN'T WAIT, WRITE US FOR CATALOGUE AND PRICES

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio



Men's Model, No. 15.

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Our Juvenile proposition is not equalled by any other make, quality and price

These Bicycles have been on the market longer than any other Juveniles and it is clearly a case of the Fittest Surviving. considered.

The cheapest Juvenile on the market is our "Cupid." A good Bicycle for the price,

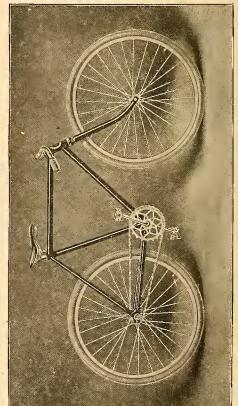
CO., TOLEDO, OHIO.

WHEEL

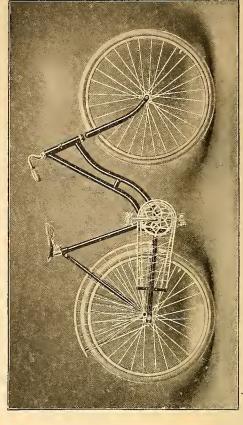
TOLEDO METAL

THE I

CATALOGUE READY.



Boys' Model, Nos. 20, 30, 40.



Girls, Model, Nos. 25, 35, 45.

"IF I HAVEN'T GOT IT YOU CAN'T GET IT."

I am now moving to No: 8 Park Place, New York, to larger premises, (a whole building, with 5 large floors) to enable me to handle

Automobile Supplies.

Above top lines will be my motto. I am now working on the most complete catalogue of Automobile Supplies that has ever been issued. I would like the address of everybody that is interested, and I shall be pleased to mail one free of charge. I am prepared to make interesting prices to the trade. My reputation for low prices and fair dealing for the past 12 years, in the Bicycle Supply business (and in which I shall still continue) will, I trust, help me in my new venture.

Note the new address: "No. 8 Park Place."

1st floor—Automobiles, Motor Cycles and Supplies. Wholesale and retail.

2d floor—Bicycle and Bicycle Supplies. Wholesale only.

3d floor - Automobile and Bicycle Tires. Wholesale only.

4th floor - Packing and Shipping Department.

5th floor—Reserve Stock.

Basement—Receiving Department and Storage.

E. J. WILLIS,

No. 8 Park Place, Wholesale. No. 23 Park Row, N. Y., Retail.



1903 Model

HALF POUND LIGHTER.

WORKING PARTS MORE SUBSTANTIAL.

Free Releasing.
Absolutely Noiseless.

RUNS THE SEASON WITHOUT OILING.

Sprockets 6 to 16 tooth and half-inch pitch sprockets for Roller Chains.

Standard is 1½ or 15/8 chain line by simply reversing sprocket.

Drilled 28 to 40 Spoke Holes.

RIGGS-SPENCER COMPANY

ROCHESTER, N. Y.

DEALERS SHOULD SPECIFY

Sager Flexible SADDLES.

GUARANTEED TWO YEARS.

OFFERED AS
EQUIPMENT OF
THE BEST BICYCLES.



The 1903 Sager line includes all styles and prices.

SEND FOR CATALOGUE.

SAGER GEAR COMPANY, = Rochester, N. Y.

A BICYCLE CAREER CROWNED WITH SUCCESS.

HISTORY, NOT PROPHECY

- MAKES -

IVER JOHNSON BICYCLES

rightfully and unquestionably, the leading and staple bicycle product of America.

No line is backed by greater prestige. No bicycle enjoys a better reputation. No make can offer a more positive guarantee of being a permanent fixture in the trade. No line is supported by a more extensive manufacturing experience.

IVER JOHNSON ACENTS

are loyal, because they have enjoyed an uninterrupted career of good business on a good, permanent make of bicycles. The best and leading agents in every city, town and village can share in these satisfactory conditions, if they will.

OUR 1903 MODELS

represent the most determined effort in our history to make a bicycle that none can surpass.

Write for terms and particulars; they will prove inviting far beyond your expectations.

IVER JOHNSON'S ARMS & CYCLE WORKS, FITCHBURG, MASS.

NEW YORK SALESROOMS: 99 Chambers St.

BAKER & HAMILTON, San Francisco, California, Sole Distributors for the States of California,
Oregon, Washington, Nevada, Arizona and Idaha.



3in One 0il is "0ilright"

TRADE MARK

AND IS A HOUSEHOLD NECESSITY

For Bicycles and Motor Vehicles.

- 1. Cleans and polishes all nickeled, enameled andvarnished parts.
- 2. Lubricates the chain and beaeings.
- 3. Prevents rust on all metal parts.

For Sewing Machines **3** in **One** is the best Oil made.

It lubricates and will not gum or thicken.

It prevenes rusting or tarnishing of all metal parts.

It cleans all parts and has a pleasant odor.



SMALL SIZE

For Fire-Arms 3in One Oil has no equal.

It removes all residue of black and smokeless powder, and prevents leading and pitting.

It cleans and polishes the surfaces of stock and barrel.

It is a sure rust preventive—a thin coating will protect the metal in all climates,

It lubricates the mechanism, and never gums nor hardens.

For Typewriters 3 in One is a Perfect Oil,

It penetrates the most delicate parts; cleans and thoroughly lubricates them.

It will neither gum or collect dust and will positively prevent rust on nickel and steel parts,

It will keep the machine bright and new in appearance, and in perfect working order.

It is transparent and cleanly to use.

3in One Cleans and Polishes Pianos, Furniture, Woodwork and all Varnished and Enameled Surfaces.

Large size, packed 1 dozen in box; 1 gross in case.

Small size, packed 2 dozen in box; 1 or 2 gross in case.

SOLD BY ALL JOBBERS.

Write for catalogue No. 9. G. W. Cole Co., 141-145 Broadway, New York City.

? A MERRY XMAS AND A THAPPY NEW YEAR-1903

C. B. Barker & Company, Ltd.

93 READE ST., NEW YORK CITY.

You probably know WHO we are, WHERE we are and WHY we are the LEADING JOBBING house in this part of the country with a full line of

Bicycles Sundries Fittings
Parts Tools Specialties
Tires and Novelties
BARKER SPECIAL BICYCLES
Crawford Bicycles

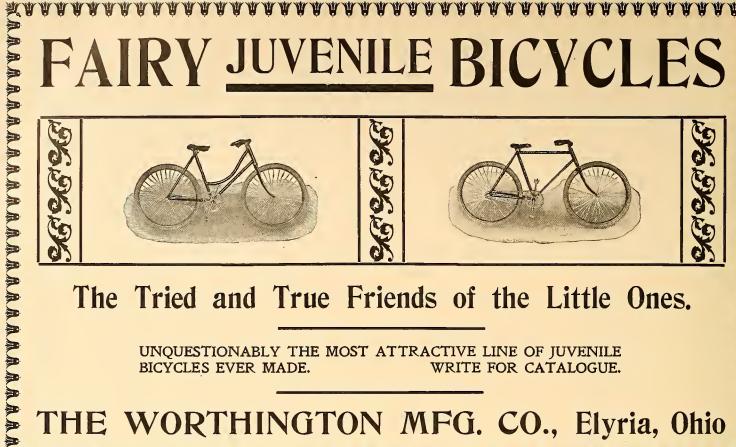
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CATALOGUE 1903 NOW READY

C. B. Barker & Company, Ltd.

93 READE ST., NEW YORK, CITY.

FAIRY JUVENILE BICYCLES



The Tried and True Friends of the Little Ones.

UNQUESTIONABLY THE MOST ATTRACTIVE LINE OF JUVENILE BICYCLES EVER MADE. WRITE FOR CATALOGUE.

THE WORTHINGTON MFG. CO., Elyria, Ohio

HILTON CAPLESS VALVES

For Any Inflated Tire.

AUTOMOBILE VALVES A SPECIALTY.

The Hilton Valve is the simplest and best valve on the market. It acts automatically, cannot leak, is dust proof, will fit any connection and has no cap to be detached and lost.

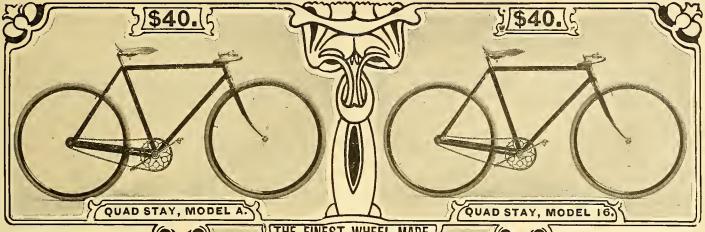
Write for sample automobile or bicycle valve, also metal base repair valve.

HILTON VALVE CO., Middleboro, Mass., U.S.A.

The Eagle Bicycle Mfg. Co. TORRINGTON, CONN. QUAD STAY MODELS.

NEVER BEFORE SOLD FOR LESS THAN \$50.

NEVER BEFORE SOLD FOR LESS THAN \$50.



The Eagle Bicycle Mfg. Cc.

ORGANIZED

1887

Oldest Bicycle manufacturers in the business.

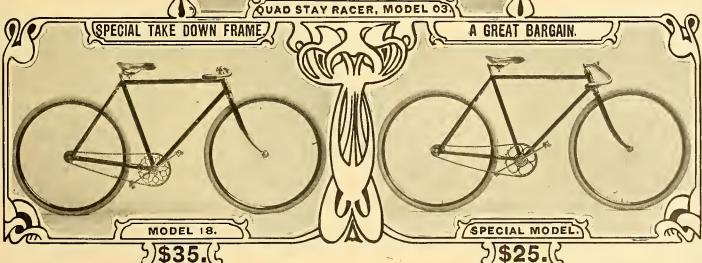


The Eagle Bicycle Mfg. Co.

ORCANIZED

1887

Oldest Bicycle manufacturers in the business.



THERE CAN BE NO BETTER OR MORE UP TO DATE COODS MADE.

Our Special take-down frame Construction is worthy of your serious consideration. WE ARE NOW READY FOR 1903. WRITE US FOR PRICES.

15 YEARS' EXPERIENCE.

Red Cross Cements

HAVE STOOD THE TEST SINCE 1887.

High Pressure Cements

HAVE AN EQUAL REPUTATION FOR QUALITY.

ANCHOR AND PIONEER BRANDS

RUN A CLOSE SECOND TO OUR LEADERS.

WE SUPPLY 80 PER CENT. OF THE JOBBING TRADE OF THE UNITED STATES THESE GRADES:

Jifoid,

Rubber Cement,
Wood Rim Cement,
Auto Tire Cement,
Plugging Cement,

Breckenridge Gas Lamps,
Lava Tips,
Rubber Patching,
Air Drying Enamel,

Braziers,
Brazier Burners,
Brazier Heads,
Wire Spelter,

Oiline.

Cycle Oil,
Almond Oil,
Lantern Oil,
Hard Cement,

Light Weight Oil Lamps,
Waxed Tire Lacing,
Wood Rim Varnish,
Baking Enamel,

Enameling Ovens,
Special Thermometers,
Sable Hair Brushes,
Brass Brazing Spelter,
Happy Family Combination.

Chainine,

Chain Lubricant,
Stick Graphite,
Tin Box Graphite,
Wood Box Graphite,

Black Tire Tape,
Repair Kits,
Cementing Needles,
Baking Copal Varnish,

Vulcanizers,
Gasoline Torches,
Brazing Compound,
Pressure Gauges,

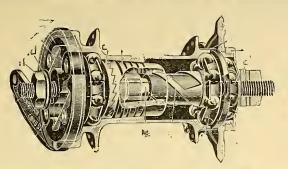
MANUFACTURED BY

The NATIONAL CEMENT & RUBBER MFG. CO.

TOLEDO, OHIO, U.S.A.

MEMBER OF THE NATIONAL ASSOCIATION OF AUTOMOBILE MANUFACTURERS.

CORBIN'S



DUPLEX

COASTER BRAKE

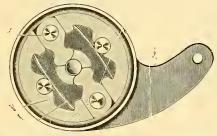
Will be the 1903 favorite. It gives the rider a wheel under perfect control at all times by means of patented features found nowhere else.

HERE THEY ARE





1. A Positive Braking Clutch which cannot SLIP,



2. Parallel opening Brake Shoes, which engage the surface of the Braking Drum along their whole length, and will not STICK, GRIND or SQUEAK.

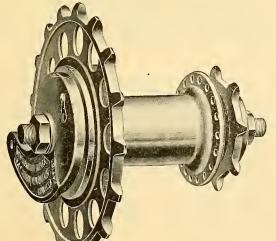
The most difficult feats of coasting are performed with perfect safety by the lucky rider whose wheel is thus equipped Fits any wheel, with or without chain.

THE CORBIN'S DUPLEX MOTOR CYCLE BRAKE

Has the Same Construction.

ونجنا

ENTHUSIASTICALLY
ENDORSED BY THE BEST
KNOWN RIDERS.



FURNISHED WITH
SPROCKET FOR MOTOR SIDE
WHEN SO ORDERED.

(A)

FOR SALE BY ALL DEALERS

P. F. CORBIN,

New Britain, Conn.

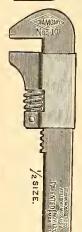
CHICAGO, 104-106 Lake Street. P. & F. CORBIN OF NEW YORK, 11, 13, 15 Murray Street.

PHILADELPHIA,
925 Market Street.

THE MOSSBERG

BICYCLE AND AUTOMOBILE

Bells and Wrenches



ARE MADE IN MANY

Designs

AND

Styles.



But
One Quality
Only and that
the
BEST.



FRANK MOSSBERG COMPANY,

Attleboro, Mass.

We have for several years been making a line of

"NATTY"-LOOKING BICYCLES

for jobbers and dealers whose trade required a well-made, well-designed wheel to sell at a low price.

We haven't made much noise, being too busy making bicycles. Enlarged facilities enables us to add a few new customers. Our proposition may make YOU one of them. Better get it now.

APEX WHEEL CO., ROCHESTER, N. Y.

JOHN S. LENG'S SON & CO.,

4 FLETCHER ST., NEW YORK.

Jobbers of Bicycles, Tires, Sundries

BICYCLES.

Geneva, \$35 and \$25 Models and Cushion Frame. Greyhound, \$35. Gloriana, \$35. Storm King, \$25. Cheap Job Lots. Juveniles. Tandems.

We are Sole Agents for Geneva Bicycles in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Delaware, Maryland, Virginia, North Carolina, South Carolina, Georgia, Florida and part of Pennsylvania.

TIRES.

Regal, Regal Cactus, Mastiff, American Beauty, Eagle, Semper Idem, Gloriana, Aquahonga, Fletcher, King B, Motor Cycle, Carriage Tires, Juveniles, Seconds, etc., etc.

With our Semper Idem Tires we issue coupons, which entitle the rider to free repairs at the place where he bought the tires, and at any other shop handling these tires, at our expense; while our system also insures the dealer a satisfactory profit.

SUNDRIES AND PARTS.

Fauber, Thor & Armstrong Goods, Tubes, Spokes, Rims, Lamps, Bells, Cements, Wrenches, Grips, Saddles. A complete Line, and Leaders in every Line.

We are Sole Agents for the celebrated Weldless Cold Drawn Steel Tubes, which we have imported from England since 1872. No other tubes approach these in uniformity and quality.

BARGAINS.

On January 1st we prepare a list of shop worn and obsolete patterns, which we ofler at prices below our original cost.



PROMPT SHIPMENT.

We pay special attention to making prompt. complete, and accurate shipment of every order, large or small.

JOHN S. LENG'S SON & CO.,

4 Fletcher Street, New York.

K TKIKIKIKI KAKAKAKAKAKA

ESTABLISHED 1852,

23 Years in the Cycle Trade.

"The Bicycle of Quality."

Well describes that honest bicycle as the

'READING STANDARD BICYCLE"

Built of the highest grade material throughout and embodying all that has proven best in Cycle construction, our 1903 models will uphold their

"High Quality Reputation"

in every particular and strive to excel it. Better bicycles were never offered to the trade before, and we guarantee their mechanical perfection during the entire season.

We have an Interesting Proposition

to reputable, hustling agents. Write us and our salesmen will call, tell you all about it, and show you our models.

To hold the Reading Standard Agency for 1903

Means Business, Profits and Satisfaction to You.

Regarding our Bicycles, our policy, and ourselves, inquire of those who know us best, our friends, (our old Agents).

READING STANDARD CYCLE MF'G CO., READING, PA., U. S. A.

SCHRADER UNIVERSAL VALVE.

(Trade Mark, registered April 30, 1895.)



Manufacturers of Bicycles, Automobiles, Pneumatic Tired Vehicles, Jobbers and Dealers:

In order to facilitate the obtaining of

Parts of the Schrader Universal Valve,

I have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all the makers, or from A. SCHRADER'S SON. Price List of parts sent on application.



SIMPLE

AND ABSOLUTELY
AIR-TICHT.





. SCHRADER'S SON,

Established 1844,



30 and 32 Rose Street, New York, U. S. A.



FIRST, LAST AND ALL THE TIME

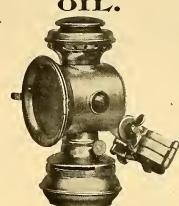
Solar Cycle Lamps



Have Shown the Way

as it should be shown, i. e., so that the cyclist can see it.

It was the Solar that made the gas lamps famous. It is not merely a light but an illuminant.



CATALOGUE ON REQUEST.

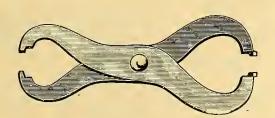
THE BADGER BRASS MFG. CO., - Kenosha, Wis., U.S. A.

Some Good Sundries.



3-4, 13-16, 7-8, 15-16 1 and 1-16 inch plugs tapped 5-16-24.

Bolts 4 1-2, 6 and 10 inches long.



No. 2704. ADJUSTABLE.

CHAIN REPAIR LINK.

Patented October 26, 1807.



A temporary, but perfect, substitute for broken block.



No. 988.

Fits almost any bicycle nut.

......Made by THE CROSBY COMPANY, BUFFALO, N. Y.

SEE BLAKE... The LEADING Jobbing House in New England

for Season 1903 ** * * *

WE SHALL CARRY THE LARGEST AND MOST COMPLETE STOCK OF BI-CYCLES, SUPPLIES, SUNDRIES AND FITTINGS EVER SHOWN UNDER ONE ROOF IN NEW ENGLAND. SOME OF THE LEADING LINES INCLUDE ::: :::

Bridgeport Pedals.

Fairbanks Rims.

Fauber Hangers.

Thor's Entire Line.

Indianapolis Chains.

Bridgeport Pumps.

Hill Bells.

New Departure Coaster Brakes. Duplex Coaster Brakes

Morrow Coaster Brakes.

Cinch Coaster Brakes.

Thor Coaster Brakes.

Barwest Coaster Brakes.

G & J Tires and Rims.

Diamond, India, Pennsylvania, Hart-

ford, Fisk, Goodrich and Palmer Tires. White, 20th Century, Bostonian and Fay Juvenile Bicycles

Standard Spoke & Nipple Co.'s Line of Spokes and Nipples.

Cleveland Balls.

M. & W. Goods.

Brooks, Garford and Persons

Saddles.

All makes of Gas and Oil Lamps

Thor Motor Fittings.

Ideal Handle Bars, etc., etc.

Send for 1903 Catalogue; will be ready Jan. 1st, 1903 E. P. BLAKE CO. 57 & 59 Sudbury St. BOSTON, MASS.



OF TIRE HISTORY

We Cater to the World's People with the Handsomest and Most Complete line of

BICYCLE

MOTORCYCLE E

he people of China and Japan use

ndia's people ride to the front on

eaching out we have a foothold in Australia on

ven the Islands of the Sea favor

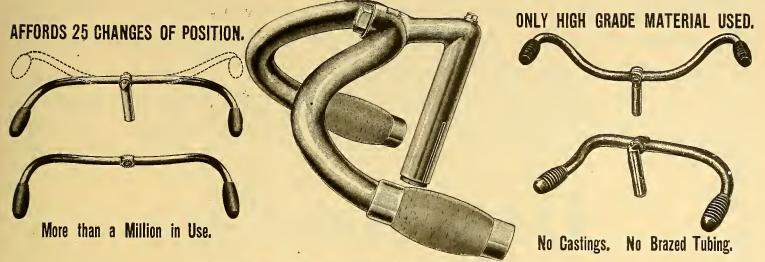
ou'h Africa recognizes the merits of

GUUUYEKK

But the AMERICAN is OUR CUSTOMER

GOODYEAR TIRE & RUBBER CO., Akron, Ohio

The Kelly Adjustable Bar Is the Recognized Standard of the World



Specify the Kelly when Ordering Your Bicycle.

KELLY HANDLE BAR CO.,

Cleveland, Ohio.

GEORGE LEANDER,

The Marvel of the Great Six Days' Race,

carried to victory by The Hudson Racer which he rode.

All Hudsons, road models as well as racers, are famous not only for their easy running qualities, but for other features which they possess.

We'll be glad to send you catalog and tell you all about them.

BEAN-CHAMBERLIN MFG. CO., - Hudson, Mich.

The Tire Equipment.

It will pay you to use G & J Tires, because they will surely give satisfaction; and a satisfied customer is a permanent customer. When a customer is pleased and satisfied, it reflects on the good judgment of the dealer in offering his trade reliable goods.

G & J Tires may be had as an equipment of every high grade wheel. Don't overlook this fact in ordering your 1903 samples.

G&JIRE Co.

INDIANAPOLIS, IND., U. S. A.

THE DIFFERENCE

IN THE COST OF

The Best Spokes and The Next Best

IS SO SMALL THAT THERE IS NO GOOD REASON WHY ANY WHEEL SHOULD BE FITTED WITH OTHER THAN THE BEST, I. E., THE ONE BEARING THIS BRAND:



STANDARD SPOKE & NIPPLE CO., Torrington, Conn.

THE WHEELMAN WHO IS UP TO DATE

"TOILS NOT WHILE HE SPINS"

He no longer pushes, pants and perspires; heat, hills and headwinds, have no terror for him. The motor bicycle is his mount, and the mount of the most discriminating is:

THE INDIAN MOTOR BICYCLE THE ONE THAT "GETS THERE"



It has won practically every event in which it competed. If "words of others tell the story." then ask any unbiased man who knows anything about motor bicycles, which is the best one. We will abide by the answer, meanwhile our catalog and other literature may interest you. Write for it.

HENDEE MFG. CO., (Geo. M. Hendee, Pres't) Springfield, Mass.

21 inch frame, with 22 inch Seat Mast. 22 inch frame, with 23 inch Seat Mast.

THE AL-ARD

Bicycle 19-Pound Wonder.



A Marvel of Strength, Speed, and Beauty. Fully Guaranteed for Hard Road Riding.

We manufacture High-Grade Wheels, and our Prices are Right. We want an agent in every locality in the U. S.

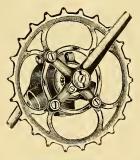
We Make the Finest Ladies' and Juvenile Wheels.

Full particulars and catalogue FREE,

THE GODDARD & ALLEN CO.,

- Beloit, Wis.

"D. & J." HANGERS.



For Single,

Tandem,

and

Motor Cycles

SLEEVE

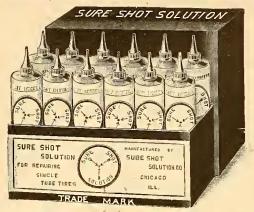
are used by the BEST manus facturers in their high grade wheels, and are ridden by the best professionals and amateurs.

71 JACKSON ST.,

CHICACO



For repairing punctures in Bicycle or Automobile tires
MAKES POOR TIRES GOOD AND GOOD TIRES BETTER.



To be used for Pln Punctures or putting in plugs.

Will last the life of a tire. Will never corrode or vaporate.

WRITE FOR PRICES AND TERMS.

Satisfaction Guaranteed, or Money Refunded.

Mannfactured by

C. K. ANDERSON.

= = =

154 LAKE STREET,.

CHICAGO.

Willis Park Row Bicycle Co., New York Agents.

Warwick Quality

has always been the best and the

1903 MODELS

are no exception to the rule.

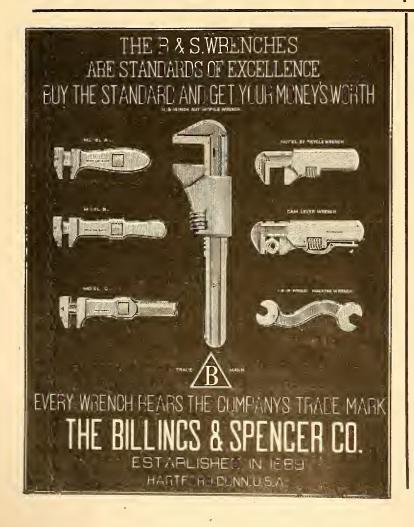
WARWICK BICYCLES

for next season now ready for shipment.

AGENTS WANTED EVERYWHERE.
SEND FOR CATALOGUE OF AUTOMOBILES, ALSO.

WARWICK

Cycle & Automobile Company, SPRINGFIELD, MASS.



YOU SEEN The Admiral

proposition for 1903? If not, it will pay you to wait for our representative.

Drop us a line and we will hustle him up. We think you want Combination Lamps—if you don't, we can supply Oil or Gas. You can't get away from us.



Oil or Gas

*

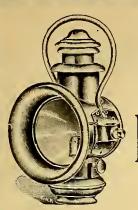


All in One

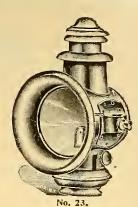
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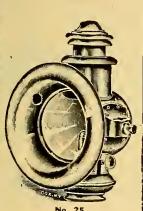
THE ADMIRAL BICYCLE LAMP CO.,

MARYSVILLE, OHIO, U. S. A.

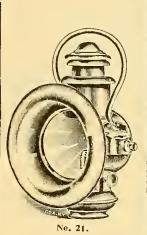


20th Century BICYCLE, CARRIAGE MOTOR CAR









OIL AND GAS

HEAD-LIGHTS

TAIL LIGHTS.

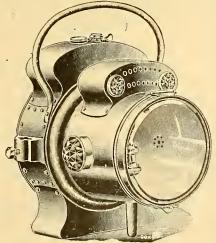
BRASS, NICKLE PLATE, GUN METAL AND JAPANNED.

A VERY COMPLETE

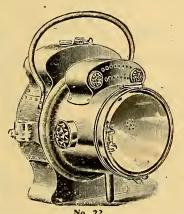
SEND FOR 1903 CATALOGUE.

20th CENTURY MFG. CO.

17 WARREN STREET, NEW YORK.







IN ANY HISTORY OF

that ever may be written

The BICYCI

The American Cycle A

Will Stand Out as the Ones that

Columbias Clevelands Tribunes Crawfords

(Sold by Eastern Sales Dept., HARTFORD, CT.)

are all names that add lustre to cycling history and refle earned reputations, the best thought, the greatest skill improve and to attain and maintain cycle perfection as ne

The 1903 Models Will Incorpor

AMERICAN BICYCLES

ne thing is certain:

ES Made by

anufacturing Company

lade American Bicycles Famous

Ramblers Crescents Imperials Monarchs

(Sold by Western Sales Dept. CHICAGO.)

credit on the industry. They represent proud and well= he ripest experience, the most constant endeavor to y as it can be attained and maintained by human effort.

te Additional Evidence of This



IN ANY HISTORY OF AMERICAN BICYCLES

that ever may be written, one thing is certain:

The BICYCLES Made by

The American Cycle Manufacturing Company

Will Stand Out as the Ones that Made American Bicycles Famous

Columbias Clevelands Tribunes Crawfords

Ramblers Crescents Imperials Monarchs

(Sold by Eastern Sales Dept., HARTFORD, CT.)

(Sold by Western Sales Dept. CHICAGO.)

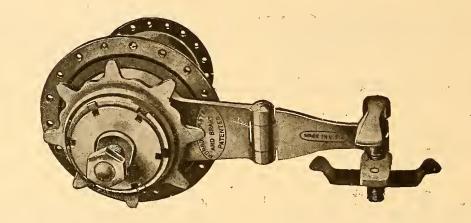
are all names that add lustre to cycling history and reflect credit on the industry. They represent proud and well= earned reputations, the best thought, the greatest skill, the ripest experience, the most constant endeavor to improve and to attain and maintain cycle perfection as nearly as it can be attained and maintained by human effort.

The 1903 Models Will Incorporate Additional Evidence of This

TO THE CYCLISTS OF 25 YEARS AGO

such delights as those that follow the use of

THE MORROW



COASTER BRAKE

were unknown.

What was their loss is the gain of the wheelmen of today, among whom many of the old-timers are still numbered.

THE MORROW WAS THE FIRST COASTER BRAKE AND IS STILL THE FOREMOST.

ECLIPSE MFG. COMPANY, Elmira, N. Y.

The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist,"

Volume XLVI.

New York, U. S. A., Thursday, December 18, 1902.

No. 12.

IS NOW NATIONAL

New York Jobbers Form Enlarged Association of Much Strength—Makers may Join but Can't Attend all Meetings.

That overly long named organization, the New York State Association of Jobbers of Bicycle Supplies, has become The National Cycle Trade Association. The king is dead, and a greater king is born in his stead. The double event took place on Monday, when a meeting was held in Parlor L of the Astor House, New York, and the programme outlined in last week's issue was carried out.

With thirty-two members present, the meeting was called to order by President Leng, and Harris Parker was appointed acting secretary. The change of name, as above, was made by amending the constitution.

It was decided that the meeting should be a private one, and the bicycle manufacturers, of whom a number were present, and the press men withdrew in consequence.

Applications for membership to the number of forty were presented, and, upon motion, these concerns were elected. The number comprises many of the most prominent jobbers in the country, and is representative in every sense of the word. The names of forty-five other firms were presented, and they were placed upon the eligible list. They comprise houses that have either signified their approval of the objects of the association, or have asked for further information, thus indicating a friendly interest in the new body. United the lists embrace nearly every jobber of note in the United States.

Although great secrecy was observed regarding the proceedings, it leaked out that it was voted by the association to abolish the advertising of prices, a determination that will bear hardly on some of the cut price gentry.

It was decided to establish a sort of auxiliary membership, consisting of manufacturers, who will be permitted to become associate members upon the payment of the

annual dues. The right to vote, however, is withheld, and attendance is confined to joint meetings.

A resolution to appoint a salaried asistant secretary was passed, and the selection fell upon A. M. Scheffey, one of New York's vettran tradesmen. Offices will be established in this city, and the new official will be entrusted with the supervision of the credit bureau the association will set up.

For the present the old management will continue in charge, the officers serving until the next meeting, to be held at Chicago on February 18, when their successors will be elected. The present board is as follows: President, C. L. Leng, J. S. Leng's Son & Co., New York; vice president, William Kelsey, Kelsey Co., Buffalo; secretary and treasurer, William Spalding, Spalding & Co., Syracuse, N. Y. Executive committee—Harris Parker, C. B. Barker & Co., New York; William Turner, Albany Hardware & Iron Co., Albany; E. J. Willis, Willis Park Row Bicycle Co., New York; H. L. Hall, E. H. Hall & Co., Rochester.

In addition to the forty-two members of the old association, whose names have already been published, the following were enrolled as members on Monday:

Alexander - Elyea & Co., Atlanta, Ga.; Bigelow &Dowse Co., Boston, Mass.; George Brown, Knoxville, Tenn.; James Bailey Co., Portland, Me.; Bindley Hardware Co., Pittsburg, Pa.; Consolidated Supply Co., Denver, Col.; T. B. Davis Arms Co., Portland, Me.; Forbes Cycle & Supply Co., Seattle, Wash.; Farwell, Osmond & Kirk, St. Paul, Minn.; Hoover Ball Co., Newark, Ohio; H. T. Hearsey Vehicle Co., Indianapolis, Ind.; Henry Horton, New Haven, Conn.; Harrah & Stewart Mfg. Co., Des Moines, Iowa; C. S. Kessler & Bro., Washington, D. C.; Lee, Glass, Andreson Hardware Co., Omaha, Neb.; Levitt & Ball, San Francisco, Cal.; Marshall Hardware Co., Duluth, Minn.; Mfg. Supplies Co., Philadelphia, Pa.; McIntosh, Huntington Co., Cleveland, Ohio; Morley Bros., Saginaw, Mich.; George W. Nock, Philadelphia, Pa.; J. P. Parker, Memphis, Tenn.; Post & Lester, Hartford, Conn.; George W. Robb, Philadelphia, Pa.; Scott Supply & Tool Co., Denver, Col.; Supplee Hardware Co., Philadelphia, Pa.; J. F. Schmelzer & Sons Arms Co., Kansas City, Mo.; Stark & Weckesser, Dayton, Ohio; George Worthington Co., Cleveland, Ohio; Wyeth Hardware Co., St. Joseph, Mo.; Wright & Welhelmy, Omaha, Neb.; Little Joe Weisenfeld Co., Baltimore, Md.; Davis, Hunt & Collister, Cleveland, Ohio; Excelsior Supply Co., Chicago, Ill.; Iver Johnston Sporting Goods Co., Boston, Mass.; Prince Wells, Louisville, Ky.; Beckley, Ralston Co., Chicago, Ill.; Columbus Sporting Goods Co., Columbus, Ohio; George H. Greiss, Philadelphia, Pa.; Jannes Semple & Hill Co., Minneapolis, Minn.

An adjournment was then taken, and Chicago, February 18, was fixed upon as the place and date of the next meeting.

On the Saturday preceding the meeting the visitors were tendered a banquet at The Arena, this city, by the Buffalo Specialty Mfg. Co. President Cabana was the guiding spirit, and to his efforts the gayety of the evening and the good spirit prevailing was largely due.

New Company in Chicago.

Without any outward signs that a resurrection of any was in contemplation, the Fewler, Manson, Sherman Cycle Mfg. Co. las been brought into being in Chicago.

A. W. Moore figures as secretary and general manager, with offices at 241 South Jefferson street, the old Sherman address.

The Sherman Co. was several months since supposed to have been taken over by and amalgamated with one of its former rivals, while the Fowler and Manson interests, one conspicuous in the Western trade, were long since believed to have lapsed. It is now stated, however, that the new concern represents a merging of the Fowler Cycle Works and the Sherman Cycle Co., but particulars are not yet obtainable.

Big Profit in Brakes.

Lucky is he who owns shares in the Bowden Brake Co., the concern that has skimmed the cream of the small sized brake boom that England is experiencing. At the annual meeting of the company a few weeks ago a six months' dividend of 25 per cent. was declared, making 40 per cent. for the year. It was stated that the company had left, after setting aside sufficient funds to pay this 25 per cent. dividend, \$205,000 in liquid assets, or more than the amount of the capital.

THE BICYCLING WORLD

NEW SIX-DAY STAR

George Leander Wins the Long Grind With Strength to Spare.

With a crowd of fully 12,000 persons shouting like savages, the six-day bicycle race of 1902 came to au end shortly after 10 o'clock last Saturday night in Madison Square Garden. First place and other places, down to seventh, were decided as they never before were in week long races, yet it was in a way that was fairest to all. The place prizes were decided by three one-mite sprints between three sets of riders whose scores were tied throughout the last three days. When the last hour of the 142 arrived, it found two teams on equal terms one lap ahead of the next group of riders, which numbered three teams. Next to the trio with tied scores were two other teams, one lap behind the second division and two taps behind the leaders. An eighth team was hopelessly in last place, three laps behind the leaders. In order to avoid a wild scramble and probable spills in the finishing sprint the management decided to let the various groups of teams with tie scores fight it out, one set at a time in a one-mile sprint.

The result is that the eight teams got places in the order shown by the following:

FINAL SCORE.

	Miles.	Laps.
Leander and Floyd Krebs	. 2,477	3
Newkirk and Jacobson	2,477	ä
McFarland and Maya	2,477	2
Bedell Brothers	2,477	- 2
Stinson and Moran	2,477	2
Root and Galvin	2,477	1
Keegan and Peterson	2,477	1
Barclay and Franz Krebs	2,476	U

The record is 2,733 miles 4 taps, made by Mitter and Watler in 1899.

At 8 minutes past 10 o'clock a pistol shot catted ait the teams from the track. The partners of the final sprinters were riding at the time. It was a couple of minutes before the track was cleared of all the riders, so that the race was determined within a few seconds of exactly 142 hours from the time of start, which was at 12 minutes and 47 seconds past miduight on Monday morning, December 8.

After the track was cleared Jacobson came out and then Leander. They made a couple of laps until close together, and then got the pistol shot with a rolling start. Leander played to trail Jacobson and succeeded. For five laps it was slow going. In the sixth lap Jacobson quickened his pace. Leander still trailed. In the seventh lap Leander jumped to the front and opened a gap of ten yards between himself and rival, It was a royal struggle then for three laps. Jacobson closed the gap and was going for all there was in him at the tape. Leander seemed to have more speed in him, but was

satisfied to put out just enough to win. He won by a scant half length. The time for the mile was 2 minutes 52 1-5 seconds.

McFarland, John Bedell and Moran were sent away from a standing start. Bedell was forced to make the pace half the way and then McFarland took it and made a runaway race of it, romping in ten lengths ahead of Bedell, who was a length ahead of Moran. The time for this mile was 2 minutes 41 4-5 seconds.

Root and Keegan also had a standing start and they got away French fashion each pockeying to make the other take the lead. Keegan got the rear position and stayed there, but he made a fine fight of it up the stretch, and was beaten by only half a length. The time for this mile was 3 minutes 45 2-5 seconds.

The attendance at this race was the greatest ever known at a six-day affair, and the scores were lower than ever made in a similar contest. It was calculated that the attendance averaged 15,000 a day during the week, and that the managers made a net profit of about \$40,000. Why the crowd went to the Garden was a wonder to all, for the men were ahead of the records during the first eight hours only, and the race was not as spectacular as usual. It was exciting only in spots, which occurred when laps were gained or lost after big sprints. There was not as much lap gaining as in previous years, but there were more frequent sprints. These wore the men out and left them so tired that after them they atmost poked around the track.

The best record for a six-day team race was made in the first one ever run. That was in 1899, when Miller and Walter covered 2,733 miles and 4 laps in the week. The top score in 1900, made by McFarland and Elkes, was 2,628 miles and 7 laps. The top score last year, made by Walthour and McEachern, was 2,555 miles and 4 laps. From this it will be seen that the record has been lower every year.

It was told in the Bieyeling World of last week how there were sixteen teams that started, five of them foreigners, and how all the foreigners and two of the American teams had dropped out before the race was half over, leaving only nine teams in the race at the seventy-first hour. After that the only other change in the field of competitors was the withdrawal of Butler and Turville, which occurred on the afternoon of the fifth day and was caused by Butler breaking a shoulder blade in a fall. On Thursday Keegan and Peterson, the reconstructed team gained a lap and Barciay and Franz Krebs lost a lap. On Friday morning Root and Galvin lost a lap and dropped out of the bunch tied for second place. Keegan and Peterson also lost a lap and so did Baretay and Krebs, putting them five laps behind the leaders, which was the greatest distance between the foremost riders and the tailenders at any time after the foreigners left the race. Franz Krebs subsequently regained two laps before the end of the race, and had his team been required to ride a final mile sprint, it would have been only three taps behind Leander and Floyd Krebs at the finish. As it was all the other teams rode one mile more than this one.

On the last day of the race at 5 o'clock in the evening Keegan earned \$50 that an admirer of his offered if he would gain a lap. Keegan got the lap and it made his team even with Root and Galvin. The latter pair protested that the other riders were in the deal to let Keegan gain the lap, because he agreed to give the money to Nat Butler, but there was no evidence upon which the referee could act. Keegan got the money and he did give it to the crippled Butler. Half an hour before the race ended Franz Krebs was allowed by the others to gain a lap that did him no good.

There were a couple of trifling fires in the Garden during the week of the race, the usual hurly-burly of vendors and catchpenny fakirs and the usual number of fights, to arcuse the unusual number of "steady boarders" as the all-night stayers, who sleep in the chairs are called.

Following is a table which shows the distance ridden every twelve and every twenty-four hours. As will be seen the men at the finish were 256 miles and 1 tap behind the record. At the end of the seventy-first hour, when the race was half over they were 90 miles and 3 taps in the rear of the figures of 1899, which were 1,395 miles and 6 taps, while for the seventy-first hour this year the score was 1,305 miles, 3 taps:

*T	en hours.	†22 hour Tot Distar	al			ur 24 H es.Distar	
I	lours.	M.		L.	M.	L.	M.
12		264	1		264	1	
24 .		494	6		230	5 - 494	6
36 .		709	7		205	1	
48 .		920	2		210	5-415	6
60 .		1,115	5		195	3	
72 .		1.317	7		202	2-397	5
84 .		1,510	0		192	3	
96 .		1,706	0		196	0-388	3
108 .		1,905	0		199	0	
120 .		2,099	5		194	5-393	5
132 .		2,304	0		204	5	
142 .		2,477	3		*173	3-377	8†
		,					

The records for each 24 hours, made by Miller and Waller in 1899 were:

Hours.	Miles.	Laps.
24	. 510	1
48	. 966	3
72	1,416	8
96	1,865	2
120	2,316	7
142	2,733	4

Leander is 23 years old, stands 5 feet 10½ inches in his socks and went into the race weighing .183 pounds. He has been a professional only two years. Last December he sat in the Garden watching the six-day race and decided that it was easy. In January of this year he finished second in a six-day race at Boston. Subsequently he was in three other contests of the sort. He was second at Philadelphia, second at Memphis and first at Atlanta.

Floyd Krebs, Leander's partner, is from Newark. He is 24 years old and is known as the "Flying Dutchman" at Vailsburg. He has been a professional for two years, and this was his first six-day race.

THOMAS SPRINGS A SURPRISE

Brings Out a Cushlon Frame, Cushion Fork Motor Blcycle; has a new Belt, Too.

For several weeks past it has been known that the E. R. Thomas Motor Company, of Buffalo, N. Y., had some distinct departures in motor bicycles-in store for 1903, but they were so well guarded that little could be learned about them, despite the keen curiosity which is naturally attracted to the Thomas people as the first to engage in such manufacture.

This week, however, authoritative news was given out that makes clear that the reports were well founded. The Auto-bi of 1903, model 35, will simply bristle with new features, both great and small, all making for more comfort and reliability and much of it.

This model will be distinguished by not only the use of the well known Hygienic cushion frame, but by Thomas spring cushlon safety forks, on which patents are pending; the forks are of double construction and thus combine both strength and flexibility. The Thomas people vouch for it that the comfort and exhiliration that comes of this cushioned model is "so glorious as to surpass imagination."

While the general design of the motor will remain unaltered, the Thomas Company have devised and adopted a belt and a pulley that they state has increased the power of the Auto-bi almost beyond their expectations. The pulley is corrugated, and the belt is formed of steel and leather and is such that patents have been applied for. It is claimed to "unite all the elastic advantages of a belt with the unstretchable qualities of a chain," a test of 2,000 miles over poor roads and stiff grades having failed to develop any stretch or wear whatever. It is estimated to be good for 10,000 miles. With this belt and the added gripping surface of the corrngated pulley, the stock Auto-bi has been climbing 17 per cent, grades without trouble or assistance.

The improvements in details also constituted an impressive list. Among them are the following: Larger exhausts, trembler spring fulcrumed at the lower part of controller box, with louger springs; contact screw fastening improved by the use of cone shaped fibre washers, which cannot work loose, and which form perfect insulation; larger outlet for refuse oil; oil inlet below the centre of the crank case; automatic spring idler; improved mixer, bottom of poppets soldered; safety switch made smaller and more durable with only one central holding screw.

A. L. Garford, of Cleveland, figures as one of the incorporates of the Abrasives Co, of America, which took out papers in New Jersey this week; its capital is \$100,000.

Nineteen Hundred and One.

(A Topical Poem of 1881.)

My rhymes of the cycling events of the day In nineteen hundred and oue,

Some things, great and little, I'll try to portray

Of nineteen hundred and one.

At present we riders are covered with sin, For nothing but frowns from the public we win:

But to whistle our prayers and look meek we'll begin

In nineteen hundred and one.

I wonder what sort of a cycle we'll ride In nineteen hundred and one;

If we shall be able to ride right inside In nineteen hundred and one.

Some cycles are perfect, but many are vile; So I'd like to suggest-now I hope you won't smile-

That we take our new Crock's for a year

In nineteen hundred and one.

Will they fasten a tax upon every machine In nineteen hundred and one?

And will cyclers out riding on Sunday be seen

In nineteen hundred and one? Grave learned professors of facts and re-

search

Declare we shall all ride our cycles to church In nineteen hundred and one.

1 wonder will Pitman be still the lone star In nineteen hundred and one;

Johnson, the famous, will ride with his pa In nineteen hundred and one,

If Egan by that time will have got his pug; If Jenkins will still walk about in that plug; Or Fred Bourne's little girl keep the Manhattan mug

In nineteen hundred and one.

Will the League of America still be alive In nineteen hundred and one?

And will it continue to flourish and thrive In nineteen hundred and one?

Will Howard, the Manhattan artist, survive? Will Sanford still visit the Riverside drive? And the average Mercury meeting be five In nineteen hundred and one?

I wonder what times we'll be able to show In uineteen hundred and one; Will bicycle racing be then all the go

In nineteen hundred and one? Will Gideon be champion when on the track,

Or will he the requisite stamina lack? I want to find out so to know whom to back In nineteen hundred and one.

Will Eddy still ride on a sixty-inch wheel In nineteen hundred and one? Perhaps we shall all use the Star a good deal

In nineteen bundred and one. But the fact as to which we are all in the dark

Is as to the riding in Central Park;

Will Lane then of sympathy show us a spark In nineteen hundred and one?

I hope Wright will still enjoy wedding delights

In nineteen hundred and one;

Of course, there'll be quite a number of Wrights

Will the Colonel, of Boston, still be in the

In nineteen hundred and one?

Or Cunningbarn put all the lot in the shade In nineteen hundred and one? Will President Pratt the League still com-

mand? And Captain Munroe be the head of the

band? For "they say" we shall have things done up very grand

In nineteen hundred and one.

HOW POSITIONS HAVE CHANGED

Foward, and in Some Cases, Still Further Forward the Rule—Elkes as an Example.

Riders are using a more forward position than they did a few years ago, and there are indications that the movement has not yet reached its culmination,

The tendency to get forward is most noticeable, perhaps, with racing men who make a specialty of following pace. Elkes, for example, who has a very long reach, sits almost over his sprocket wheel. The diagonal tube of his machine rakes very little, and the forward L seat post projects some distance in front; this, with the comparatively short wheel base, gets him where he wants to be,

It has not been many years since diagonals were raked sharply and the backward position of the rider was emphasized by the distance between the crank hanger and the rear wheel. Only a short time before the horizontal portion of the seat post was extended rearwardly, with the result of placing the rider well back over the rear wheel. Now all these steps have been retraced, and the end is not yet.

Hedstrom Sets up Some Records.

George Hendee and Oscar Hedstrom, of the Indian Manufacturing Company of Springfield, Mass., makers of the Indian motor bieyele, are now on a tour of the South, and they are surprising the natives of Dixieland by demonstrating the speed and reliability of their machine. On Wednesday, at the Savannah track, Hedstrom started for the ten-mile record. He failed to get going enough to lower the onemile figures, but after that, from two to eight miles, inclusive, he clipped seconds from the records. In the ninth mile, a tire stripped from the wheel and Hedstrom was thrown, but not hurt much. His time by miles was: 1 mile, 1.13 1-5; 2 miles, 2.28 4-5; 3 miles, 3.43 1-5; 4 miles, 5.00 2-5; 5 miles, 6.18 4-5; 6 miles, 7.33 1-5; 7 miles, 8.50; 8 miles, 10.6.

Ludium is now President.

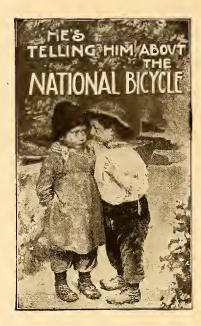
The annual election of the Century Road Club of America was concluded by a mail vote on Monday. The following officers were elected: President, H. A. Ludlum, of New York; first vice-president, Dr. C. D. Peck, of Sandusky, Ohic; second vice-president, John M. Miller, of Chicago, Ill.; secretary, C. E. Nylander, of New York; treasurer, Robert C. Williams, of Washington, D. C.

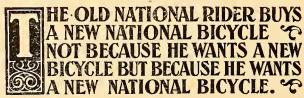
These are all new officers, excepting the secretary and treasurer, who were re-elected. It is expected that the location of the offices of president and secretary in New York will be of marked advantage to the organization, which has declared for "aggressive and progressive policy" for 1903,



EVERY BICYCLE WE MAKE CARRIES OUR TRADE MARK







THE RETAIL BUSINESS BUILT UP ON NATIONAL BICYCLES
HAS A VALUABLE ASSET IN ITS "GOOD WILL."



EVERY BICYCLE WE MAKE CARRIES OUR TRADE MARK



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THE BICYCLING WORLD



In which is Incorporated "The Wheel" and the "American Cyclist."

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. 0. Box 649.

NEW YORK, DECEMBER 18, 1902.

Old Acquaintance Not Forgot.

"Old scenes, old hopes, old friends, old days,

Wherefrom full many a season parts—

For all, for all, to God be praise."

When sentiment ceases—when "old scenes, old hopes, old friends, old days" cease to be dear to the heart and fail to stir fond recollections—the soul, if not dead, is slumbering and life an emty dream.

Though we live in the present, 'tis a sorry past holds no mellowing memories. The cycling past—the history making past—is rich in such memories—memories of old scenes, old hopes, old friends, old days—days and hopes and friends such as are not with ease forgotten, and such as few who shared them would forget if they could. To others, too, a recount of those days and doings will bring a glow of pride and quickened interest—the nine of the ninety and nine who, though they came after, caught

the inspiration, and in whom the love of cycling sank deep.

Though the ninety who now cycle or once cycled may care not a fig what Weston, or Pope, or Pratt, or Hodges did-though they know not or care not of the men who fought the good fight, blazed the way, and who fought-and, yes, who bled-who that rode the "good old ordinary" but did fall and bleed at some one time or other!-that roads and parks might be free for the ninety and the nine alike-free for the bicycle and for all vehicles-though many of these pioneers are in verity scarred veterans-what if the ninety give them no thought? There are enough of the nine to make the story worth sketching. And what occasion more fitting than the successful rounding out of the quarter century of life of the first mouthpiece, the first intercommunicant, the first advocate, the first defender that these pioneers and the cycling cause ever had-the one that stood for them and with them through thick and through thin-that shared their tribulations and triumphs, and that recorded them-what more fitting, we say, than in celebration of its "silver jubilee"-of the "silver jubilee" of cycling-that the Bicycling World should recall the old scenes, the old hopes, the old friends, and in a fashion cause to be lived over again the old days? Would that it were possible to deal with them as fully as they deserve!

Measured by man's span it means little, but in the life of a publication the rounding out of one of the four epochs of a century is no ordinary event. It represents the successful work of not one man, but of many men. It represents the progress, the development, the history, not of an individual, but of a movement, a sport, a pastime, an industry.

In the case of the Bicycling World this epoch—this twenty-fifth anniversary, for which this specially featured issue stands—recalls conditions uncommonly uncommon.

Few journals but that are reared on some substantial foundation. In our case there was no foundation of the sort. The faith and enthusiasm of one man, of Founder Weston, was the intangible basis on which

it was builded. There was no cycle trade, no cycling sport, indeed, there were practically no cyclists. There was a cycling movement—the tiny ripple created by the Pioneers Chandler, Dalton and Weston, but it was the launching of the Bicycling World—then surnamed American Bicycling Journal—that caused the first real splash and created ripples that, constantly enlarging, reached to the furthermost shore.

Thus it was that, while most publications grow out of a sport or an industry, cycling and the cycling industry may, in a measure at least, be said to have grown out of its first publication, l. e., this one. No club, no manufacturer, no dealer, no cycling institution of whatever nature has had longer life. None went before. All that exist or ever existed came after. The Bicycling World may truthfully be said to be itself the beginning of cycling in America. It marked the birth of the great movement, it nursed it, directed its creepings, helped its toddlings, saw it grow into vigorous and happy youth, witnessed its attainment of manhood and also the frenzied popularity and debauch that signalized that stage, viewed and aided its sobering up, and still, shoulder to shoulder, so to speak, the Bicycling World is still with it and for it in its restoration to sanity and dignity.

To say that the Bicycling World was ever right would be saying too much. But that it was usually right in all affairs of moment we believe its pages prove, and that it has served the cycle trade and the cycling interests faithfully and well few, we think, will gainsay. It is now, as was the case a quarter of a century ago, their only mouthpiece, their only intercommunicant, their chief advocate and defender. Is it for us to say, as we would say of those whose names grace the advertising pages, that the fittest has survived? To speak of renewed loyaltyto pledge anew our fealty to cycling-as might be done on occasions such as this, would be idle waste of sentiment. The Bicycling World was ever loyal to that which was best and true and deserving, and such the Bicycling World will ever be.

To you and of you and for you, gentlemen, our most distinguished consideration! May

THE BICYCLING WORLD

the old scenes, old hopes, old frieids, old days of cycling never grow less in charm and interest.

Bicycles for Christmas.

The giving of Christmas gifts—that outpouring of the heart evidenced by the loosening of the purse strings—seems but to become more lavish and general each year.

Everybody gives, and the circle of recipients is being constantly widened. With this expansion of numbers has come a corresponding multiplication of givable articles, and yet, in spite of it, donors find the burden of making selections more onerous every year. Hints as to suitable articles are received with great eagerness.

Consequently nearly all merchants see to it that their wares are kept before the public.

First it is sought to attract attention, then to hold it, and finally to consummate the sale. The season is a short one, the gift giving bird is sedulously hunted and it is almost a certainty that it will be snared.

Bicycles, as some dealers need to be reminded, are eminently suitable gifts, and a little blowling of horns and beating of tomtoms, to the end that the knowledge of the fact may be borne home in desirable quarters, would be effort well repaid.

At present prices bicycles are gifts that can be given by people in moderate circumstances. Many of these do not know of bicycles, or forget them, and cudgel their heads valuly for something to give, unaware that in a bicycle the very thing is to be found. And this condition of mind will always prevail where dealers are dead to their opportunities, and sit by and wait for customers to come to them.

The enterprising merchant has seasonable goods to sell, and takes pains to let people know it. His newspaper is his bait, his window his hook, and with them doing their part he has a good chance to land his fish. Given people who want bicycles, and others who have them to sell, and it needs only a spark to make the connection between them and insure the striking of a bargain.

From the juvenile lines, up through the medium grades to such triumphs of skill and enterprise as the coaster-brake, cushion frame or chainless models a wide range of choice is presented, sufficient to suit all tastes.

The child, filled with visions of Santa Claus; the boy, home for the holidays; the grown man, all are possible recipients of bicycles. Or if the vold is filled in this respect there are still the accessories of the pastime to tempt buyers or give them the hint they seek. Lamps, bells, cyclometers, saddles, tires, or even a refinishing of old machines—these are channels into which the donor's thoughts should be led. The result means many dollars in the money drawer.

The dealer is too prone to wait for trade, to hide his light under a bushel. Let him plan an aggressive campaign, assert that he is alive, come out into the open and bid for Christmas trade, as other merchants do. The very sight or mention of bicycles or sundries pushed especially for the holiday trade will cause sales to be made that would otherwise be lost.

Will History Repeat Itself?

Editor The Bicycling World:

While the anniversary number of The Bicycling World will carry back many of the old boys to the "good old days" when riding a bicycle meant more than the mere pushing of pedals and when cycling was a universal brotherhood, and while doubtless most of the old crowd imagine that those days have gone to return no more, as one of that crowd, let me say that, having gravitated to the motor bicycle, I've almost renewed my cycling youth, and at times found myself wondering if the "good old times" really had not come again.

Much of the same spirit that existed in the late '70s and early '80s is now to be found in the ranks of motor cyclists. The same keen interest and enthusiasm exists, the same universal acquaintance, the same camaraderie, the same willingness to help others in distress, the same interest in one's wheel and in the other fellow's and in the new models of each year—all, all, is so strikingly similar to the old order of things that it is worthy of remark on an occasion such as this. It leads inevitably to the wonderment: Will the motor bicycle bring about a repetition of cycling history? Just now it looks very much that way.

ONE OF THE VETS.

Unquestionably, it is safer to have a hand brake with a coaster-brake machine, but it is by no means necessary. Where is that crop of accidents that was going to happen—some of them fatal—as soon as the use of the coaster-brake became general? No one even has the courage to predict them nowadays. Good devices can be relied upon to do their work under all conditions and circumstances.

Materials That Make Up Bicycles.

Steel and rubber are generally looked upon as the two materials bicycles are made of, with sometimes a mention of leather almost as an afterthought. An "across-the-water" rider of an inquiring turn of mind has delveddelved into the matter, however, and is able to enumerate a round twenty-five different materials, as follows:

Steel, copper, inickel, brass, aluminum, bell metal, gun metal, zinc or spelter, solder, gold, indiarubber, cotton, linen, celluloid, leather, cork, wood or cardboard, vulcanite, felt, bristles, lubricating oil, French chalk, black enamel, green or red transparent enamel, silk.

Towards the end of the list matters are drawn rather fine in order to make out a case, and some of the materials mentioned are made use of by English makers only. French chalk for application between inner tubes and outer covers, and silk for dress guards, are instances of this. Nevertheless, the list is an interesting one, and considerably larger than would be thought possible to compile.

Some Tire Statistics.

Some extraordinary figures are being brought out by what may be termed a "puncture symposium" in Cycling. A Scottish rider "takes the cake" in one direction, claiming to have gone through three entire seasons, during which he covered about 15,-000 miles, without a single puncture. On the other hand, a London rider confesses to 185 punctures and 41 bursts in three years, the distance ridden being considerably under 3,000 miles per year. One year there were 79 punctures, or an average of more than 1½ for each week in the year. One cannot help thinking that there must have been a rare combination of poor tires and bad riding to bring about such a result.

American Stars to Go Abroad.

Robert Coquelle, of "Le Velo," Paris, has signed Leander to go to France and race Jacquelin and Henri Meyers in the spring. He has signed Owen Kimble also, and is negotiating with Frank Kramer and George Collette. After riding a series of sprint races abroad, Leander will take to pace following. He will meet "Major" Taylor behind pace in June, after Taylor leaves Australia, and later will meet Contenet, the holder of the world's one hour record. Howard Freeman, McFarland and Walthour also will receive propositions to go to France.

If you are going abroad you should join the Cyclists' Touring Club now, and not wait for the rush of the busy season. A preparatory course of C. T. Co. literature availed of now may save you many dollars, and greatly enhance the enjoyment of your tour. Send your full name and address and a two-cent stamp for blanks, etc., to Frank W. Weston, United States Chief Cousul, Boston, Mass.

READY

Agents '

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Looking Backward Twenty-five Years—and Beyond

A history of cycling! None will ever be written. That is, no adequate story of its birth, its growth, its development, its almost hysterical boom, followed by the normal use of the cycle as we know it to-daythis story will never be written. Men write histories of seven years' wars, of the rise and fall of empires. Such like are written because men need them for study, for reference, for suggestion. The fighting of one war tells them how to pest fight another. The birth of an empire, its growth and its decline, is food for the statesmen, for the men who run other governments. From studies of that kind they learn what makes government powerful, what weakens it. By the assimilation of a number of systems, either existent or extinct, they finally arrive at working codes. They come to understand the individual, the mob, the man as one, the man as a million. Therefore books of this kind are written; books of this kind are paid for. But no complete story of cycling will ever see the light, because there would be no commercial value to it. It would require volumes to even half discharge the task, and no bookseller would produce them. Beside, much that would be included in those vorumes would be of no practical value. It would be largely reminiscence, romance, and not practical, utilizable fact.

It is, however, a pleasing thought that the Bicycling World-the first journal of cycling in America, and the last-has decided to celebrate its twenty-fifth anniversary, and practically that of the birth of cycling, with a sort of commemorative volume. Between its covers it is intended to gather certain facts of interest bearing on the various phases of cycling And in these pages we must write something of the origin of the bicycle, of the many minds that were bent to its improvement. We must write also much of the bicycle as a touring vehicle, as a racing machine, as a vehicle of commerce, as a health adjunct. Again we must write of it as an article of manufacture, for a decade, in fact, the most prominent article of manufacture in the universe. The writers will have to hark back as far as 1816 to tell of the first bicycle ever produced, not called bicycle then, but rather Draisine. They will have to travel back twenty-five years to get at the first cycle competition between man and man. They will have to include in a business survey the opening of the first importing depot, the start of the first Ameriean manufacturer. All these were landmarks in the march of cycling, and they cannot fail to have perennial interest to all who ever were or who are interested in the

Since the earliest times, man, an animal made to progress on land, and to progress very slowly at that, has ever sought to find means to accelerate his movements. This innate idea, from the viewpoint of the cyclist, found practical flulfillment in the first place through a certain Baron Von Drais,

"Papa" Weston Salutes You.



a German landscape gardener, in charge of the forests of the Grand Duke of Baden. History reports him to be a man of considerable scientific attainment. He probably was an original thinker and investigator, one of the class of men who look ever forward and never backward. In walking about the domains of the Grand Duke, which were no doubt beautifully roaded even in those days, he dreamed of an invention that would not only increase his speed, but also help carry his weight. It is very probable that this Baron had a certain smack of laziness about him. So, after much thought, he produced the Draisine. The picture will show exactly what this first member of the bicycle family was. A man partly sat upon it and pushed himself along by touching his feet to the ground. On declines, if he were clever, he could go for a considerable distance without pushing much, and on good, level roads, with a sharp kick, he could urge himself along quite swiftly.

The fame of this vehicle spread among the Baron's friends, and eventually came to the ears of strangers. It appeared as the "Celerifere," or "Makespeed," at the Tivoli Gardens in Paris in 1816. It was shown as an oddity, as a new thing. Later, one Denis Johnsou, an Englishman, ran across it, and in 1818 he brought out Johnson's Pedestrian Curricle, a slight improvement over the Draisine. For instance, it had an adjustable saddle and a cushioned rest for the forearms; the handles also were differently arranged; were, in fact, more conveniently placed. This crude contraption seems to have taken the British and carried them to a high pitch of enthusiasm. It became a public fad, and was known as a "dandy horse," or "hobby horse." So popular was it that it even crossed the seas, and in 1819 we see it in New York creating a furore among the people of the then young city. Its popularity reached such a height that a man opened a riding rink near Bowling Green, and people rode the machines up and down the Bowery, then the favorite public walk. There is a down grade extant to-day from Chatham street to City Hall Park, and here is where the most fun was had with the new machines. They could be rented at a quarter dollar an hour. In Boston they were also very popular, and Harvard students have been known to use them in crossing the long Charles River Bridge.

In 1821 we find a greatly improved machine, patented in England by Louis Gompertz. Gompertz was the first man to apply power to the machine, for he connected the handle in front of the driver with a segment rack, gearing in a pinion on the front wheel, so that it could be driven by the hands, independent of any foot movement. Thus we have types of this primitive hobby horse In England, France and America, with a certain amount of inventive talent devoted to improving them but with very little result. Meanwhile, we find the construction of carriages generally, and of velocipedes and of children's carriages carried to a high. degree of perfection. In all these various kinds of velocipedes, an attempt is made, by the use of connecting roads and cranks, to secure power, especially by hand action. No one ever seemed to have thought of attaching cranks to the front wheel. Thus far these early cycle types always necessitated pushing the machine by rapid striding and shoving. In 1840, or thereabouts, Kirkpatrick Maemillau, a blacksmith of Courthill, Dumfrieshire, Scotland, is know to have made a machine propelled and steered by hand power with the feet off the ground. This, truly, was accomplishment. McMillan rode this machine In 1842, touring from Courthill to Glasgow. Gavin Dalzell, another Scot, had a machine of similar type, in 1845.

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A SONG OF THE FISK.

In days of old, as you've been told,
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But, nowadays, wheelmen give praise:

They have the FISK, hence run no risk,

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FISK RUBBER CO., Chicopee Falls, Mass.

BRANCHES:

BOSTON, SPRINGFIELD, 604 Atlantic Ave. 40 Dwight St.

NEW YORK, 83 Chambers St. PHILADELPHIA, 916 Arch St.

CHICAGO, 54 State St.

SYRACUSE, 423 So. Clinton St. BUFFALO, 28 W. Genesee St. DETRUIT, 252 Jeiferson St. SAN FRANCISCO, 114 Second St. Dalzell is supposed to have copied the Mc-Millan machine.

In 1865 Worrin and Leconde, two French men, had a very complicated contrivance which was driven by foot power. Their velocipede had three wheels, two smaller rear ones on the same axle, with the large front wheel having an axle, with oppositely projecting cranks, at the outer ends of which were loose pedals for the feet of the rider. We now get very near the bicycle, for these Frenchman had practically fixed the crank and pedal to the guiding wheel, thus making it a driving wheel, and enabling the rider to progress by pedal motion and with the weight assisting.

Now comes the greatest inventor that cyeling has ever known, greatest not because of his marvelous talent, but because he really did introduce the application of pedals and cranks to a two-wheeled vehicle, making the front wheel the driver. He was a manufacturer of velocipedes in Paris, and he found out that he could take off one of the rear wheels of a boy's velocipede, set the other wheel up in the middle of the axle, and ride it as well as a three-wheeled machine. Lallement, with the help of other mechanics in the shop where he worked (owned by M. Michaux), finally built a twowheeled velocipede, known ultimately to the entire world as "The Boneshaker," and which is recollected in France, England and America by many men who afterward had their experience recalled to them when the modern bicycle was introduced. Michaux showed this machine at the Paris Exposition in 1865. He made no effort to patent it. It seemed to him to be no great improvement on the three-wheeled velocipede. Later Lallement left Michaux and came over to America, working for a time in Connecticut and eventually, in 1882, landing with the firm of Gormully & Jeffery, then just starting the manufacture of bicycles in Chicago. His ultimate history has never been traced. While working in Connecticut, in the early part of 1866, he made one or two samples of his two-wheeled velocipede, and he attracted some attention as he rode about the New Haven streets. At this juncture one Carroll happened to run across Lallement, saw the possibilities of the machine, and, with Lallement, took out a joint patent on the 20th of November, 1866. This machine, as described in the patent paper, had two wooden wheels of nearly equal size, the rear wheel being slightly smaller than the front one. The tires were iron and the saddle a wooden perch. From the rear end of this wooden perch projected downward two arms, on either side of the rear wheel, and, reaching down to the hub, formed a bearing for the end of the axle. A glance at the picture will show exactly what the Lallement-Carrell vehicle was. One of the principles insisted upon in the patent was: "The greater the velocity the more easily the upright position is maintained," and, of course, this was found to be absolutely true. Lallement for a time went back to France and

became a manufacturer, infa ct, and brought out a line of machines. Michaux & Co. also pushed along this particular branch of manufacture, and many of these new vehicles were seen about Paris about 1870, and excited a lot of enthusiasm.

An Englishman, Edward Gilman, is also associated with the first two-wheeled, crank action bicycle, as shown in certain patents filed in the British Patent Office on August 1, 1866. In the Gilman patent, the rider was moved much further over the axle of the driving wheel, so that the weight of the rider counted for a deal more than it did in the Lallement bicycle. In 1869 we find the rear wheel being reduced in size. The manufacture of the machine was also brought to greater perfection, with lightness

First American Bicyclist.



ALFRED D. CHANDLER

of build the principal improvement. In 1867, 8 and 9, English manufacturers devoted considerable attention to the new machine, and many detailed improvements were filed in the British Patent Office. On March 31, 1868, a patent is dated in the name of L. F. Riviere, of Mark Lane, Middlesex, England, in which is first specified that the front wheel is somewhat larger than the back one. In November, 1868, C. K. Bradford, an American, contributed the rubber tire, and in December, 1868, Edward A. Cowper, an Englishman, added the suspension wheel and anti-friction bearings, thus completing the bicycle upon which the modern type is simply an improvement. In April, 1869, the word "bicycle" first appeared in an English patent taken out by J. L. Stasson for the Coventry Machinists Company, who had just begun the manufacture of bicycles. "Tricycle" nad, however, been used in France as early as

So from 1870, starting with the machine as above described, we find English manufacturers bent on its improvement, and the re-

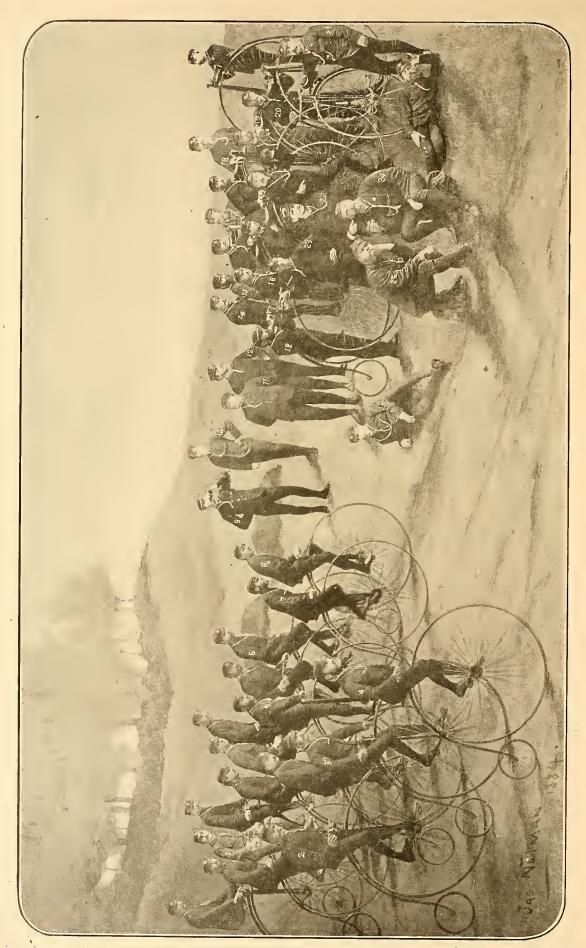
sult of their efforts was, that in 1872 James K. Starley gave us the first, the modern Ordinary bicycle—termed the Ariel—made of steel, with suspension saddle and with rubber tires.

Meanwhile, during all this period, America had done nothing. It is true that she had a boneshaker craze in '69 and '70, but this rapidly died out and the machines were discarded, or were left for the amusement of boys. Americans visiting England and France noted the new machines, noted the general use into which they were coming; but nothing seems to have stirred America until the bicycle was shown at the Centennial Exposition in 1876. In this same year David Stanton, the English champion, went about the States, giving exhibitions of bicycle riding. This also helped to interest Americans in the bicycle. In the year 1876 William M. Wright, of New York, who was traveling abroad, brought home a French bicycle and under an assumed name raced Stanton. The next year, A. D. Chandler, of Boston, imported a bicycle for the purpose of restoring his shattered health. At the same time a gentleman named B. P. Brown was known among his friends in Boston to own and to ride a bicycle. Brown, however, died a few months later, but from a cause fereign to cycling. Then J. G. Dalton, afterwards famous in eycling as its first poet, had a machine imported. Frank W. Weston, a Boston architect, was the fourth Boston man to be inoculated, and after Weston came the deluge, for Weston was an enthusiastic man. The bicycle carried him by storm, and he carried his friends by storm. Weston was the first active missionary of wheeling in America. He started a concern to import bicycles, he started a bicycle paper, he started a bicycle club, he wrote and talked up the machine day and night, and had cycling been a religion instead of a recreation, he could not have been more enthusiastic.

In November, 1877, Weston, with a gentleman named Heath and a private capitalist started the firm of Cunningham, Heath & Co., who were the first importers of the bicycle in America, although, be it understood here, that Timms & Co., of Baltimore, who had English connections, had an exhibit of Ariels at the Centennial Exposition, and it was this firm which furnished the first few machines used in Boston. The Cunningham Co. stands in cycle history as the first firm organized especially to import bicycles. They brought over the Harvard and the Ariel bicycles, opened a store at 178 Devonshire street, and established a riding school at 22 Pearl street, Boston. They advertised liberally and did much to introduce the wheel. So rapidly did the new fad spread that on December 22, 1877, a bicycle paper was started. It was called the American Bicycling Journal, and was published and edited by Frank W. Weston, and this Is the BICYCLING WORLD of to-day. In February, 1878, the Boston Bicycle Club was started.

But let us go back for a moment to un-

THE FIRST BICYCLE CLUB IN AMERICA.



BOSTON BICYCLE CLUB (Founded February 11, 1878) IN 1883,

1. C. Clark. 2. Paul Butler. 3. W. B. Everett. 4. Arthur Woodman. 5. E. S. Lowry. 7. B. S. Knapp. 8. J. S. Dean. 9. C. W. Fourdrinier. 10. S. W. Turner. 11. E. C. Hodges, 12. E. W. Hodgkins, 13. Freelon Morris, 14. T. S. Lambert, 16. Theo, Rothe, 17, J. G. Dalton, 18. W. W. Stall, 19. W. H. Edmonds, 20. Geo, B. Woodward, 21. Chas, E. Pratt, 23, D. N. C. Hyams, 24. Frank W. Weston, 25. Elliott C. Lee, 26. Louis Harrison,

earth Colonel Albert A. Pope. For in the summer of 1877, he was entertaining at his home in Newton, Mass., Mr. John Harrington, an Englishman, who interested him in the bicycle. So enthusiastically did Mr. Harrington speak of the new machine that Col. Pope had one built, at a cost of some \$318, the actual price, in fact. This machine Col. Pope learned to ride, he being then a portly, broad-built man of thirty-three years, and engaged at the time in the air pistol business. As the bicycle had appealed to Mr. Weston as an enthusast, so it appealed to Col. Pope as a machine of vast practical commercial possibilities. For immediately he set to work to import machines and handle them in connection with his air pistol business. Before the fall he was importing heavily, and in January, 1878, only a few months after he had learned to ride, his company, the Pope Mfg, Co., opened bicycle warerooms and a riding school at 87 Summer street, Boston. So rapidly did the orders for imported machines come in that the Colonel lost no time in starting as a manufacturer. Early in 1878 he made a contract with the Weed Sewing Machine Company, of Hartford, to make bicycles for him, to make, in fact, the Columbia bicycle. We thus have the bicycle introduced at the Centennial Exposition, with a sample brought from abroad by W. M. Wright, of New York, with two or three Boston enthusiasts already mounted on the new wheel; then the establishment of Cunningham, Heath & Co., the establishment of a bicycle club, the starting of a bicycle paper, the establishment of a bicycle factory. This was indeed making history, was making up for lost time with a vengeance.

From these small beginnings cycling rapidly grew. We find R. H. Hodgson, an Englishman, making bicycles in a small way at Newton Upper Falls, Mass., selling out in 1879 to McKee & Harrington, in New York, who were then making baby carriages. We find this firm coming into the field with the Union bicycle and pushing it and advertising it throughout the country. We find Pope travellers on the road, establishing agents and riding schools in all the principal cities. We find Pope going to Europe to study the situation at first hand. We also find Pope executing the most important move in his career. When he started the manufacture of bicycles, he also started a patent department, and he searched all over America for bicycle patents. He either bought them outright, or became interested in them, and in Octoher, 1880, he was able to announce to all America that he controlled every patent on the bicycle, and stood in a position to impose a royalty on every machine made in the country or brought into the country, and this royalty he did impose. He also licensed manufacturers and importers, and under the license given them he protected them from encroachment. From this time and for a decade afterward came the wonderful battles of bicycle patents. All along Pope extended this department, and practically was in the position of a Czar of

the business. This department was managed by Charles E. Pratt, a Boston lawyer, literary man, a thinker and a man of remarkable insight and of wonderful personal force, a man for years one of the bulwarks of the Pope Company, and remembered to this day by all who have ever met him. Pope was largely hated and the Columbia was called the monopoly machine.

We now find the bicycle clearly started as an American industry, and from this time forth its history, while not prosaic, is much along the lines of other commercial traditions. In 1882 Thomas B. Jeffery was making bicycle parts in Chicago, and running a repair shop. In 1883 Jeffery was joined by R. Philip Gormully, a tinroofer, who had occumulated more or less of a competency. Mr. Gormully infused new mouey and commercial diplomacy and leadership into the

First President of First Club.



GEO. B. WOODWARD

Gormully & Jeffery Company, and he must ever remain on the rolls as the second great American bicycle manufacturer. With Pope he divided up the business of the country, leaving the small fry business to importers and to the smallest kind of makers. But, of course, Pope led.

In 1883 another potent force appeared on the scene in the person of Albert A. Overman, of Chicopee Falls, Mass. This man Overman was also a genius, and be created the Overman Wheel Company and the Victor bicycle. Here was another Richmond in the field, another fighter to dispute every inch of ground against Pope and Gormully. The two were against Pope, and Pope was against the two. Sometimes Gormully would ally himself with Pope and sometimes Overman would. Meanwhile, the patent battle went on apace, and the patent office at Washington commenced to be clogged with bicycle patents. In fact, for many years this class of patent outnumbered any other class filed in the office. Elsewhere in this issue we shall go into the details of these early days of American Importing and manufacture. At present we are only generalizing. In 1883 also the H. B. Smith Machine Company produced the Star bicycle and made cycling history.

From 1883 onward the bicycle rapidly spread all over America. Every athletic club at its annual games gave one or two bicycle events. It was the star feature also at country fairs. Occasionally man and beast came into trials of speed, the 3.10 bicycler being put against the 3.00 trotter. Occasionally a woman added zest to this particular game. Also be it noted that many prominent English amateur and professional racing men invaded America and raced, giving sixday exhibitions in the large cities of the country. Also at this time parties of enthusiastic Americans organized tours to Europe. Again other parties of violently enthusiastic Americans took long trips throughout the country, and every man was a pioneer, and in the country wayside and at every inn he stopped at he spread the gospel of bicycling. The thing was permeative. When a man buys a stove he puts it in the home place, and it is a stove, and there is nothing more to be said about it. But the bicycle was different. You used your bicycle abroad; you used it to visit the unbeaten ways. There was an air of romance about it. Poetry was written about it and songs were written for the singing of its praises. Dalton produced a whole book of cycling poems, and so did A. H. McOwen, of Philadelphia, calling himself "Chris. Wheeler," and then S. Conant Foster, an elegant arbiter in New York athletic circles, wrote some very beautiful things about the wheel. Above all, there was a bond of free-masonry about the thing, and any wheelman meeting another immediately claimed kinship and friendship. Nothing of the kind was ever before known under the sun.

In the manufacturing end, in 1885, we find an influx of what are called the sewing machine people, great, blg, strong commercial men, Lozier, of Cleveland; Yost and McCune, of New England; Stokes, of Chicago. Also we find as a rapidly increasing factor, R. L. Coleman, a man whose name was destined to be written high in cycling's commercial history. For some years he had been representing the Western Toy Company in its New York branch, said Western Toy Company being manufacturers of wooden velocipedes and later of iron wheels, and still later of bicycles. Suddenly Coleman became the Western Toy Company's Eastern branch, and later the Eastern branch became the R. L. Coleman Company, and still later the Western Toy Company became the Western Wheel Works, and along further the Coleman Company became the Western Wheel Works, and the Western Wheel Works was theirs, and great was the Crescent Bicycle, and great was R. L. Coleman, R. L. Coleman was, in fact, the fourth big man in American cycle manufacture, and after him we might name H. A. Lozier, a big Western man and natural money maker and natural manufacturei

THE FATHER OF AMERICAN CYCLING.



FRANK W. WESTON

FOUNDER OF THE FIRST CYCLING JOURNAL, THE FIRST FIRM, THE FIRST CLUB.

Frank W. Weston; the Man and His Work

From whatever viewpoint, Frank W. Weston richly merits the designation "Father of American Cycling." While A. T. Lane, of Montreal, brought the first bicycle to this continent in 1874-but which he did not ride because of "lack of company," so sayeth the records of 1880-and while to A. D. Chandler thus fell the credit of being the first practical bicyclist in the country, of the three co-pioneers, Chandler, J. G. Dalton and Weston, the latter stands out as the man who "did things." His colleagues were both possessed of facile pens and they not only rode, but wrote, contributing freely to the Boston newspapers of the times. But Weston not only rode and wrote; he planned, suggested and organized and devoted much of his time and money to spreading the gospel and laying the foundation of cycling jouranlism, of cycing sport and recreaton and of the cycle trade—all those things which gave the bicycle life and purpose. It is not often that one man is so much credit due, and credit, be it known, that none can gainsay even if he would.

Mr. Weston wears his laurels gracefully. While the cycling rabble may know little and care less about the man who performed such heroic service, the "Papa" Weston which falls from the lips of all of the "old guard" in speaking of or addressing him, is in itself a grateful tribute and acknowledgement that his service does not lack the appreciation of those who are able to apprecite and whose appreciation is worth while. "Papa," on his part, loves to refer to these greybeards and bald heads as his "children," and there are none say him nay. Age has dealt with him kindly, and the sturdy, wellgroomed, genial, elderly-not old-gentleman, wearing the invariable white gloves, is still a picturesque figure whenever and wherever the old guard gathers. Would only that it were possible to write him an American!

Frank W. Weston was born on the 13th of July, 1843, at Oxford Terrace, London, England. About the earliest of his recollections is seeing a vehicle with four or six wheels, between which sat three or four men, who propelled it by operating long treadles attached to cranked axles, draw up as if returned from a morning run in front of his father's stable in Oxford Mews. This could not have been later than 1848, because in that year the family removed from Oxford Terrace to Bayswater. The sight of this self propelled machine made a strong impression on his infantile mind, and probably laid the foundation for his earnest interest in the velocipede and bicycle of later years.

The next of his clearest remembrances is the visit which he made in 1851 to the first Great Exhibition, as it was called, in Hyde

Park, where his father lifted him up so that he could see the great Korinoor diamond over the throng of people and the guarding soldiers round it. This visit was primarity for the benefit of friends, who at the time were living on their houseboat on the Thames near Taplow, and to this houseboat he was taken shortly after for a week of such happiness that the memory of it has never left him. To this and his later houseboat experiences can be attributed his efforts commenced in 1866 to introduce and popularize the houseboat in this country. His many writings on this subject, some of which have appeared in these columns, are accepted as standard, and justify the title conferred on him by the American press of "The Househoat Apostle."

Mr. Weston's education-as was usually the case with English gentlemen's sons in those days-was obtained in private schools until 1859, when he elected to follow his father's profession of architecture, and became an articled pupil in the office of H. J. Rowley, later architect to the City of London, where within three months he became senior pupil and manager of the office for the remainder of his three years' term. At the expiration of another year he concluded to embark for himself and was soon in the swing of whatfor so young a man-was a remarkably good practice. But a desire to visit America andusing his own words-to "experience the sensation of earning one's breakfast before one ate it," took possession of him, and about the middle of April, 1866, he embarked-the only passenger-on the nint hundred ton full rigged ship "Armstrong," bound for Boston. Always an ardent yachtsman, his forty-five day trip across was one prolonged delight, and on the 1st of June, 1866, he landed at Constitution Wharf intending to stay one year and then go back and settle down. But he soon found himself very busy. The great fire of Portland, Me., in the ensuing month, gave him opportunity to do a share of the rebuilding, and when in the autumn of 1867 he returned to Boston he found his services in such demand that it was not until October in 1869 that he was able to carry out his expressed intention of returning to England. At this time he was enjoying quite a snug architectural practice, but as he had been fortunate enough to find a most excellent partner he-true to his yachting instincts and disdaining steamers-embarked, again the sole passenger-on the twtlve hundred ton ship "Ossaye," with a mind wholly free from care as to the wellbeing of the firm of Weston & Rand while he was absent.

Going back for a moment to 1867, when the velocipede first made its appearance, Mr. Weston was one of the first to fall under the thrall of this new and marvellous—as it then seemed—method of locomotion; but in November, 1869, when he again found himself in London, he was amazed to find that same velocipede, which for months had been practically dead in Boston, still as popular as ever in London. It is to this English tenacity of purpose, this unwillingness to drop a thing until its ultimate has been attained, that the world is indehted for the perfected bicycle, which, popular as ever in England to-day, is hre in somewhat the same transition state as was its velocipede prototype of thirty-five years ago.

Family matters detained Mr. Weston in England longer than he had anticipated and it was not until April, 1871, that he returned to Boston. From then on it was necessary that he should visit England every year, and it was with keenest interest and approval that he each time watched the evolution of the then modern bicycle from the antiquated velocipede. In 1876, returning from one of his transatlantic trips, he landed again in Boston fully convinced that the time had arrived when the bicycle should and must come to this country, and he at once commenced his propoganda. To follow his many efforts would be superfluous. Suffice it to say that although he succeeded in giving many of his friends what they were pleased to call the bicycle earache, they were none of them willing to risk any money in establishing a bicycle business, even though Mr. Weston offered to become the first customer. Those whom he knew in the importing business while only too willing to import a bicycle to his order were wholly unwilling to import for a market and a demand which they were sure did not and never could exist. "We Americans have got through with this velocipeding, we have dropped it and we shall never take it up again," is the way the head of one house expressed it. Mr. Weston, however, was not discouraged. He knew that he was right, and he continued serenely in the "earache" husiness until in the summer of 1877 he succeeded in imbueing his friend, Arthur Cunningham, with some of his own enthusiasm. Thus reinforced, the gathering in of two other friends, Harold Williams and Sidney Heath, soon followed, and then the establishment of the firm of Cunningham, Heath & Co., Bicycle Importers, being effected, the only stipulation of the gentlemen being that Mr. Weston ihmself should testify his faith by becoming a silent partner, a feature which, though he had to assent to, he neither expected nor desired.

The business being launched, Mr. Weston's next work was to provide the new interest with an organ, and on the 22d of December, 1877, the initial number of this journal, as

stated elsewhere, made its bow to the public. This, though second in the order of accomplishment, was antedated by work in the direction of organizing a bicycle club, for Mr. Weston was determined that no city if he could help it should get ahead of Boston in this respect. Unfortunately, however, the first importation of bicycles by Cunningham, Heath & Co. had not yet arrived, and save some five English machines, which had been exhibited at the Centennial in Philadelphia, and which Cunningham, Heath & Co. had lost no time in purchasing, there were no bicycles for the would be members of this would be club to ride on. Thus it was that not till the 11th of February, 1878, was the Boston Bicycle Club founded, and the trinity of the first bicycle firm, the first bicycle paper and the first bicycle club in the United States became accomplished fact. When soon after, one of the English dailies, reviewing the development of cycling in America, stated, "Undoubtedly the father of American bicycling is Mr. Frank W. Weston, of Boston," no one disputed the statement, and his club immediately christened him "Papa Weston," a cognomen which soon spread all over the country wherever tht bicycle had penetrated, and by which he is known even to this day by thousands of riders who have never seen him.

The club foundtd—and by the way, Mr. Weston became at once, as he is now, its secretary treasurer—and the next propect was the arranging for a national organization, a governing body for the thousands of local clubs which he firmly beieved were soon to come into existence. This quickly enlisted the sympathy of one of the Boston's earliest members, afterwards president of the club, Mr. Charles E. Pratt, to whom the credit of the development of the idea and of the subsequent founding of the League of American Wheelmen is due, although the first words which led up to this result were undoubtedly spoken by Mr. Weston.

The next important move on his partand the last of which it will be necessary to speak here-was his endeavor to get together a party of representative American cyclists to visit and ride through England. In this he did not meet with the success which he had hoped and deserved. Nevertheless, on the 20th of May, 1880, the "Fortunate Five" left Boston for New York, whence on the 22d they sailed on "iCty of Richmond" for Liverpool. The members of the party were Mr. Weston, W. J. S. Dean (Boston), W. T. N. Hastings (Boston), W. G. C. Thomas (Philadelphia), and Dr. W. F. Adams (Worcester). The party had a delightful trip across and were nearing Queenstown on the day when the League was holding its organization meet at Newport. Thus it happened that neither the name of Mr. Weston, who was the originator of the idea of a national body, nor that of Mr. Dean, who had done good work in the preliminary meetings, appears in the list of the League's founders.

Of the tour of the "Fortunate Five" in England nothing that can do justice to it can

he said here. In the annals of cycling it stands alone an experience of enthusiastic hospitality, of warm hearted welcome and attention that never was, has been, nor can be equalled. The anchor had hardly reached bottom in the Mersey when a deputation from the Bicycle (now the Cyclists') Touring Club, came alongside in a special tug to welcome them. The Liverpool Bicycle Club awaited them on landing, escorted them to their hotel, and laetr accompanied them on their initial run to Hale, where they had tea, then back to the hotel. The same club the next morning escorted them to Birkenhead, where the Birkenhead Club awaited them, and the whole body then mounted for Chester. Half way there the Chester Club met them, and on arriving at the "Blossoms," where they spent the night, they found that a banquet had been arranged for the even-



A. T. LANE, MONTREAL, CANADA, Who Imported the First Bicycle.

ing, the Lord Mayor being in the chair. And this, in one form or another, was repeated in every city or town of any importance during their whole tour of thirty-five days and nearly one thousand miles of riding. It is safe to say that no one, English or American, who participated in this triumphal progress will ever forget it, and the kindly fraternal sentiments expressed both by the guests and their hosts at the almost nightly post prandials. Who shall say that they have not measurably helped to promote the feelings of friendship which each day are cementing our two great nations together?

Mr. Weston has been long back in his chosen profession of architecture, but time has dealt with him kindly. Seldom indeed does he lose opportunity for a run on his favorite steed. Every Saturday and Sunday sees him—weather permitting—awheel. On the latter day it is a matter of disappointment if he adds much less than fifty miles to his score, and as to his pace, well, it is not of the slowest.

Mr. Weston to-day weighs one hundred and eighty hard solid pounds, stands five feet nine and a half inches in, his stockings, and has nothing in his personal appearance to forbid the hope that he may for many years to come continue to set a good example to those riders whose interest just now seems rather clouded, by riding the wheel he loves so well and to which some of the most earnest effort of his life has been devoted.

"Papa" Weston Thumbs Back Numbers.

Yes, exactly a quarter of one hundred years ago to-day there was lauuched upon a waiting world the initial number of this journal—it was called the "American Bicycling Journal" then, and a copy of it is open before me now, its pages somewhat yellowed by the years, and its quaint frontispiece still picturing the hopeless chase by Father Time of the fleeing Editor before him. It was a flattering conceit, such as only Charlie Reed could have pictured, and it has held true all these years. Maybe it will continue for a few years more, and then the remorseless enemy, despite his antiquated mount, must with me, as with all of us, win the race.

As I look over the pages they call up too many memories for any adequate rehearsal within the limited space which can be afforded me in this anniversary number. They were curious productions, and not the least curious fact about them was that on the date of their printing there were probably not more than one hundred cyclists to be found throughout these United States. But there was one bicycle firm, the house of Cunningham, Heath & Co., at 178 Devonshire street, Boston, and they had an excellent riding school, the next room to my own office, and they were turning ont new riders every day. They had not commenced the business of importing bicycles until the previous September, or there would have been more machines for their new riders to purchase. But the head of the firm, poor Arthur Cunningham, was very conservative, the imported bicycles were slow and few in arriving, and more business energy, confidence and pluck were sadly needed. This was furnished, and, as I now freely admit, although I did not realize it at the time, the best thing that could have happened for American cycling, if not for me personally, did happen, when in the spring of 1878 Albert A. Pope embarked in the bicycle business.

Another curious fact about these yellowed pages before me is that the greater part of them were written by myself. Clippings from the daily papers were largely availed of, but most of the American ones were from my own pen. The very advertisements were of my own concoction, inserted without warrant and much of a surprise to the parties who seemed to advertise. Not from one of them save that on the back page was a cent of revenue obtained. The fact was, the paper was months ahead of the time, there were but few riders, no demand for such a paper had been felt, there was no news available in this country, and there were no hicycle happenings save the monotonous round of "headers" in the riding school. And this latter despite the grave statement on

THE BICYCLING WORLD

page two, that "learning to ride the bicycle is not attended with nearly the difficulty which many people suppose."

One of the clippings—which I did not write—is from the London Telegraph, which, speaking of the historic first grand English bicycle meet, said that it marked "a turning point in the history of bicycling, which bitherto the hobby of the few, has suddenly become a source of delight for the many." This was prophetic as to this country, and a little further on—page twelve—comes that excellent and interesting article from the pen of my co-pioneer, Alfred D. Chandler, which was so largely instrumental in making it so. The title of it was "Forty Miles in Four Hours." It was an account of an actual occurrence, and, mark the difference between

The First Manufacturer.



COL. ALBERT A. POPE

then and now, it was everywhere conceded to have been a marvellous performance.

And my other co-pioneer (there were three of us—no more—in the beginning of things), J. G. Dalton, contributor, guide, counsellor, and in evidence to me in a thousand ways in this initial number, he must not be without mention. In this "Velocipede Revival"—page seven—he pictures himself as "carrying the weight of nearly fifty years." That he, after a lapse of twenty-five years more, should look so little older is tolerable proof that his "rubs and mishaps in subjugating a bicycle one size too large for him and with no brake" were indeed of the "immense benefit" he then stated.

Not the least interesting of the items In this number is the announcement that a "book for the signatures of those gentlemen who desire to become members of the Boston Bicycle Club" had been opened in the office of Cunningham, Heath & Co., and the hope was expressed that Boston might be able to claim the first organized bicycle club in the United States.

On the 11th of the ensuing February this

hope was realized, and in the sixteenth number of the paper appears the account of the club's first annual dinner. A few weeks hence and a larger army of its readers will have opportunity to peruse the account of its twenty-fifth, for despite its age the club, whether on the road or gathered round the board, shows no sign of weakness.

But the club, although the oldest here, is not the oldest cycling institution of its kind

The First Instructor and Salesman.



WILL R. PITMAN

in the world. This paper is. There are two English bicycle clubs which antedate ours of Boston, but the two weeklies, one monthly and three annuals which were published in London at the time when the first number

Popc's First Adverlisement.

ENGLISH BICYCLES

FOR SALE BY



A STOCK OF THE BEST MACHINES

Orders taken for Bicycles any make at Reasonab Prices.

From the Bicycling World, March 16, 1878

of this paper was issued, have all been absorbed by other and later publications, until to-day there is no cycling paper anywhere over which this one cannot claim precedence as to age. Therefore, in spite of all that was lacking in its earliest issues, I am inclined to plume myself and "allow" that I builded perhaps better than I knew.

But just as the need for greater vigor and enterprise in the bicycle business had been felt and supplied, so the need of more capital, more time and greater editorial ability than I possessed became with its subsequent numbers more evident in this journal. The two former were supplied by Mr. Edward C. Hodges—still president of the Boston Bicycle Club, to whom I sold a controlling interest, and the latter by Mr. Charles E. Pratt, then president of the Boston Bicycle Club, and later the first president of the League of American Wheelmen, the greatest of all national clubs, the organization to which, although cyclists owe more than they can ever repay, they may yet, let us all hope, be afforded opportunity to prove their loyalty.

This change in ownership was effected in November, 1879, and the paper became—as it is to-day—"The Bicycling World." It has occupied many positions and played many parts in the cyclic arena during its quarter-

One of the First Dealers.



H. B. HART, PHILADELPHIA

century of existence; perhaps it has not been wholly free from mistakes, nor has it altogether avoided error. That is as one may look at it; but I challenge contradiction, because, whether in bicycle newspapers, or men, perfection has not yet been, probably never will be, attained. But I challenge contradiction also when I state that, taken all in all, its influence has been for good, and that next to the League, American cycling and all its interests have most cause to be grateful to the paper in which this is to be printed.

In my first editorial I addressed not so much the then present as the future when I wrote "You need us." The same words can well be used to-day. American cycling is not decadent, neither will it ever die; but it is just now in a transition state, from which it is presently to emerge to a brighter future than ever. In that future I have as much faith as I had in '78, and as firm a conviction that all its interests will continue to be as faithfully served as ever by this well edited and able journal, which has grown to its present proportions from the modest sheet which set the ball rollin' a quarter of a century ago.

FRANK W. WESTON.



Diamond and Gold Medal Won for Gasoline Economy.

WORLD'S RECORD FOR SPEED made against machines of double the rated power and weight.

WON THE FIRST MOTOR-BI-CYCLE CENTURY RUN, against machines of double the rated power and weight.

THE FIRST MANUFACTURER.

THE LARGEST MANUFACT'R.

12000 MILES ON
a bicycle and tandem with smallest
motor.

ALWAYS LEADER and ALWAYS WILL BE.

Belt and Chain Troubles Entirely Eliminated.

COMFORT INCREASED . . . 500 PER CENT. SAFETY INCREASED . . . 500 PER CENT. RELIABILITY INCREASED . . . 100 PER CENT.

over any other make in our new model No. 35.

THOMAS AUTO-BI

Very near a perfect motor bicycle, in age and improvements years in advance of all others.

The Thomas "Safety Spring Cushion Truss Fork," patents applied for in all countries, and the Hygienic Cushion Spring Frame constitutes the new model Thomas Auto-Bi No. 35, the safest, easiest riding and most durable motor bicycle ever made. It rides speedily, comfortably and safely over roads impassable for any other make. This feature alone makes the Thomas Auto-Bi intrinsically worth two of any other make.

The Thomas "Leather and Steel Belt," patents and copyrights applied for in all countries, is guaranteed to possess all the elasticity of a leather belt with the unstretchable qualities of a chain.

Two thousand miles on all sorts of roads and hills, in all sorts of weather, without take up or wear, we expect to get 5,000 miles. It is easier on the rider, motor and tires, and will climb hills far better than with any other transmission, we have made 17% grades without pedal assistance.

This feature alone makes the Thomas Auto-Bi intrinsically worth two of any other make.

Both features together, with increased power and many other improvements puts the Auto-Bi in a class so far above all others, in every detail, that we simply ignore competition, and yet the price and discounts are about the same as any fairly good machine. Anticipating a clean sweep we are making lots of them.

We Make Good Automobiles Also.

E. R. THOMAS MOTOR COMPANY,

(BUFFALO AUTOMOBILE & AUTO-BI CO.)

BUFFALO, N. Y.

Albert A. Pope: His Place in History

If any curious or investigative person fifty years hence, or one hundred and fifty years hence, ever glances back at the history of cycling he will unearth Colonel Albert A. Pope as its historic figure. Also, in any trade retrospect of New England touching upon the end of the nineteenth century, the name of Albert A. Pope will loom up, will shine conspicuously.

It is true that the bicycle trade may have developed cleverer men than Albert A. Pope. It is possible that R. L. Coleman may have been a shrewder merchant, or that Gormully, Overman, Featherstone or Lozier may have outshone the colonel from some trade points of view. But be that as it may, he will take a place in cycling history and cut a figure which none of the others can. Many factors contribute toward this result, the first being that Pope was a pioneer, the second that he was a man of large calibre, and, third, that he saw the business at its birth, was predominant in its climax, and is yet to-day, at the dawn of 1903, the most imposing factor in it.

Colonel Albert A. Pope-born in Boston, May 20, 1845-is New England to the bone, the best New Eugland; and more than that, he is Massachusetts from start to finish. That he has English blood goes without saying, for his name indicates it and his quality as a trader proves it. At eighteen years of age Pope was a lieutenant and went to the war with a volunteer Massachusetts regiment. In the great struggle he was a man of activities. It was not for him to rest in some obscure camp. He was ever in the thick of the fray. Many of the big battles saw him, and he was of important service. During the war many honors came to him, many mentions, many commendations. A man of the Pepe make-up had to be conspicuous. Nature had favored him with dominance and a splendid physique. His was a restless energy, his an ambitious character. At the end he was a colonel, and he came home with an honorable discharge.

At twenty-eight years of age Pope returned to Boston and to the ploughshare, in his case the ploughshare being commerce. For a year he was a salesman. But Pope was not cut out by nature for an employe, and within a twelve-month after his return to peaceful pursuits we find him in business for himself, manufacturing shoe findings and fittings. About this time he married and removed to Newton, where he built himself a comfortable home, in which he resided for many years, afterward removing to Commonwealth avenue, in Boston. From the close of the war to 1877 we find him devoted to the shoe finding busi-

ness, and by the latter date he was among the notable men in his line throughout New England. In 1877 or thereabouts he was also engaged in the air pistol business, this being a novelty of the time. Pope seemed to be always on the lookout for novelties, for some commercial device which would achieve much sale.

In May of 1877 it is notable that Alfred D. Chandler, of Boston, imported a bicycle from England and was using it on the roads in

The Man Who Built the First Bicycle.



WILLIAM S. ATWELL

and about Boston. This was the first bicycle ever seen in the United States (A. T. Laue, Montreal, Canada, imported one in 1874), bar the racing machine used by David Stanton, who had been going about for some months giving exhibitions in American cities, and bar again the meagre exhibit of bicycles shown at the Centennial Exposition, one of which is reputed to have been purchased in August, 1876, by F. T. F. Lovejoy, then of Titusville, Penn. But Chandler stands as the first man who actually used the ordinary bicycle in the ordinary way.

After Chandler, a lawyer, came a man named Brown, and third, a Boston journalist named Dalton; and after Dalton, a Boston architect and enthusiast named Weston—Frank W. Weston—rightly called "The Father of American Bicycling," so named because he practically threw up his business and devoted ten years of his life to making bicycle converts.

And right here is where we come across Colonel Pope as a cyclist. In the summer of 1877 he was visited by John Harrington, an English maker of bicycles or of bicycle parts. Harrington was his guest at Newton, and in

this intimate contact he had an opportunity to inculcate in Pope the gospel of bicycling. No doubt Pope was easily euthused. He was born that way, and he has not yet lost that characteristic. So Harrington found fertile ground to work upon, and in the fall of 1877 he had got the Colonel up to the point of ordering a bicycle built for his own use; and this was achieved by W. S. Atwell, still alive and in the Boston cycle trade, in a local shop at a cost of \$313, and it was an unwieldy machine. Why Pope did not import a bicycle is not known. He probably wanted to see if one could be built in America, and what the cost of an initial machine would be; because, without doubt, from the very start, Pope took a commercial view of the thing. In the fall of 1877 Pope was learning to ride the new bicycle, and of course he succeeded, Harrington being his tutor.

As soon as he had mastered the machine his enthusiasm increased a hundredfold. He was then about thirty-three, of handsome and forceful presence, and with a physique sound as a nut. He had always been atbletic, and the bicycle no doubt appealed to him. No sooner had he learned to ride than he immediately imported machines from Europe, and carried them in stock in his air pistol store in Boston. And they were not carried in stock very long, either, for the bicycle took America by storm, and no sooner were the machines uncrated than they were disposed of. In fact, the condition of "orders ahead of demand" was the usual thing in those days. And right here is where Pope showed himself no "victim of luck," as has often been said. When Pope had become a multimillionaire, with his colossal factories at Hartford, the groundlings claimed it was all simply blind chance. Such was not the case. Pope undoubtedly foresaw more or less, at least he believed enough to invest his time and his capital in the business.

The course the Colonel pursued without loss of time shows that he had a specific plan, proves that he was not fishing, that he believed in the bicycle and was fully confident that he would make a fortune out of it, for immediately he made plans to have bicycles made here in America, and in a few months he had contracted with the Weed Sewing Machine Co., at Hartford, to turn out the Columbia bicycle. This Weed Sewing Machine Co. was a great concern and had a national reputation. They installed a plant in one corner of their factory and began to build Columbia bicycles. Later this corner became larger and the sewing machine end became smaller. Still later the bicycle crowded the sewing machine to the front

door, and it was thrown out; and yet further on Pope took over the Weed Sewing Machine Co. and hung up the shingle of the Pope Manufacturing Co., for even as early as 1878, while in the air pistol business, such was the title of his concern, and he was the president. Thus, in the spring of 1878, while not yet a year in the business, we find Pope with importing facilities, and also with a splendid factory at his beck and call. And Pope lost no time in setting about the matter of producing an American bicycle. He did not introduce innovations or try to achieve novelty. He simply took the best English bicycle he knew of, the Excelsior machine, made by Bayliss, Thomas & Co., and duplicated it.

And here is more Pope greatness. He early found that the bicycle was honeycombed with patents, both English and American. The first bicycle, as every cyclist knows, was produced by Lallement, a Frenchman, who invented the crank and pedal action. He had manufactured a crude machine in the Paris workshop of M. Michaux, but had dropped it as being of no very great importance. Later he came to New Haven, made a bicycle over here, and was frequently seen about New Haven's streets. Here an American named Carroll ran across him, and thought so well of the machine that he took out patents jointly with Lallement. This was the first basic American patent. Meanwhile, during this period, 1869 to 1879, many Americans and Englishmen were improving the bicycle, not radically, but in details. They had gone to the length of small rear wheel, improved spokes, improved spoke fastenings, hollow forks, hollow backbones, anti-friction bearings, improved saddles, and all the rest of it. The bicycle was slowly growing toward perfection, was slowly growing toward the beautiful lines which climaxed in the sixteenpound ordinary racing bicycles produced in 1886.

Therefore Pope immediately established a patent department. He seemed to have ample capital, or perhaps he bought the patents very cheap. We believe the latter was the case. He bought the Lallement patents and any others that he could find. As soon as a bicycle patent was heard from, whether new or old, whether fanciful or practical, Pope immediately got in the train of the inventor, Thus, by the year 1880 the Pope Manufacuring Co. were the owners of the majority of bicycle patents in the United States, and particularly did they have absolute control of the Lallement patent, without which no bicycle could be made. As soon as he felt sure of his position Pope issued a manifesto demanding a royalty of \$10 on every machine made in the country or brought into the country. His demands were polite but forceful. There was a good man behind the gun, and both individuals and firms paid. But this \$10 royalty, paid to Pope from the very start and for many years thereafter, was nothing at all compared to the fact that patent ownership enabled him to control the market. For without a license from the Pene Mfg. Co. no bicycle could be imported into this country and none could be made here. This put Pope in absolute command. He was the Czar of the business, and could dictate. And he did dictate, always politely, but always firmly. Patent after patent was added to his holdings, and he built an impregnable wall about the bicycle.

In 1882 a small maker at Newton, Mass., R. H. Hodgson, an English mechanic, sold out his small plant, in which he produced the Velocity bicycle, to McKee & Harrington, who had a store in Grand street, New York, and a factory at Lyndhurst, N. J. They were manufacturers of baby carriages, and they started to make the Union bicycle, taking over the plant of Hodgson. No sooner were they under way than the Pope Co. were on top of them with all kinds of patent suits. The case excited the entire American bi-

The Man Who "Inspired" the Industry.



JOHN HARRINGTON

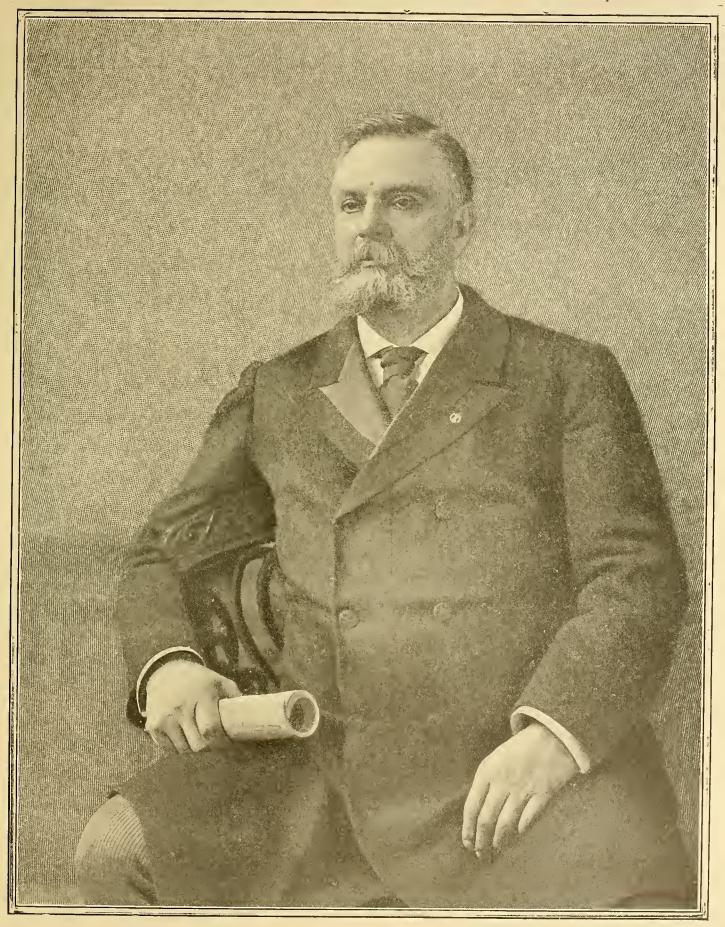
cycling world at the time, and this world, remember, was rapidly growing. In the end, after much expenditure, McKee & Harrington consented to have the Pope Co. enter decrees against them. They had been sued for \$2,000 back royalties, but Pope mulcted them to the extent of only \$300. McKee & Harrington afterward issued a statement to the effect that a Belgian acrobat had appeared throughout America in 1863, showing a bicycle which was the exact duplicate of the Lallement bicycle. Some witnesses swore that they had seen this Belgian performer. Many other witnesses swore that they had never heard of the man. But the point of McKee & Harrington's reply was that the Lallement patent was only a case of cash and bluff; that it was not worth the paper it was written on.

A moment of divergence here. It seems strange that a Harrington should have introduced the bicycle to Pope, and that another Harrington should have a fortune lost to him because of lack of cash, lack of nerve, or lack of inclination. It is true that McKee &

Harrington were doing a large business at the time in the manufacture of baby carriages. Both of these men were comfortably well off, and probably had no taste for a patent battle which ate up much time and money. Besides, they had to fight the case alone. No syndicate could be formed, because there was no other manufacturer in the country to pool issues with them. However that may be, it is certain that had Mc-Kee & Harrington fought the good fight, they might probably have won, or at least might have forced Pope to a compromise. However, they chose to make an arrangement with Pope by which they manufactured under a license from him, and under this license he was to fight all future patent causes, guaranteeing them, in fact, absolute protection. Under this arrangement Pope also agreed to limit the number of manufacturers. And no doubt McKee & Harrington thought they had made a good settlement; and perhaps they did, for in those days it seemed that the demand for the bicycle would surely enrich two or three makers, and McKee & Harrington, under this Pope license, expected to be one of the two or three. Of course, we hear of this firm later as manufacturers of the Lyndhurst bicycle. But for the first ten years of the business, when fortunes really were made, they were not active, were not important.

In those early days of cycling the importing end was a prominent factor, there being only three makers in the country, Pope, the dominant one; McKee & Harrington and one A. M. Gooch, at Newton, almost unknown, and running practically a repair shop. The demand outran the supply, so that many firms, even including Pope, imported bicycles. The chief importers, however, were Cunningham, Heath & Co., a firm organized in 1877 by Frank W. Weston, who gave up some of his business as an architect in order to join this new concern. They were importing the Harvard and Ariel bicycles, had had some months the start of Pope, were favorably known to many Boston wheelmeu and probable wheelmen, and, beyond all, they had the interest and active backing of Frank W. Weston, who was in those days the arbiter and leader in all things cycling. So it became a part of the Pope patent policy to tie up this concern. This appears to have been done without any litigation whatever, the Cunningham-Heath people probably having neither the capital nor the time to undertake the kind of patent fight which everybody knew Pope would put up. So early in the eighties we find this firm likewise advertising themselves as licensees of the Pope Mfg. Co., and a part of the agreement was that Pope would allow only three importing concerns in the country. They retired from the bicycle business in 1886. Thus, to retrospect for a moment, we see Pope, although but a year or two in husiness, as the actual controller of American bicycle manufacturing and importing. We see him with a riding school in Boston, with handsome offices there, with a factory at Hartford,

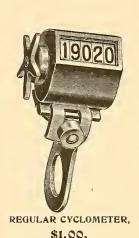
THE FOUNDER OF THE AMERICAN CYCLE INDUSTRY.



COL. ALBERT AUGUSTUS POPE

DID YOU EVER STOP TO THINK

that six years ago there were ten or fifteen different makes of Cyclometers on the market and that now, with the exception of a few antiquated job lots, there is but one, the



VEEDER

There is a good reason for this Exodus.



TRIP CYCLOMETER, \$2.00.

...VEEDERS...

have been so superior that competition simply could not live, and they are now better than ever. Try one and learn the pleasure of knowing just how far you ride.

VEEDERS

are Standard, and are for sale throughout the civilized world,

MAKERS OF

Cyclometers,
Odometers,
Counters.
Fine Castings.

THE VEEDER MF'G CO.,

HARTFORD, CONN.,

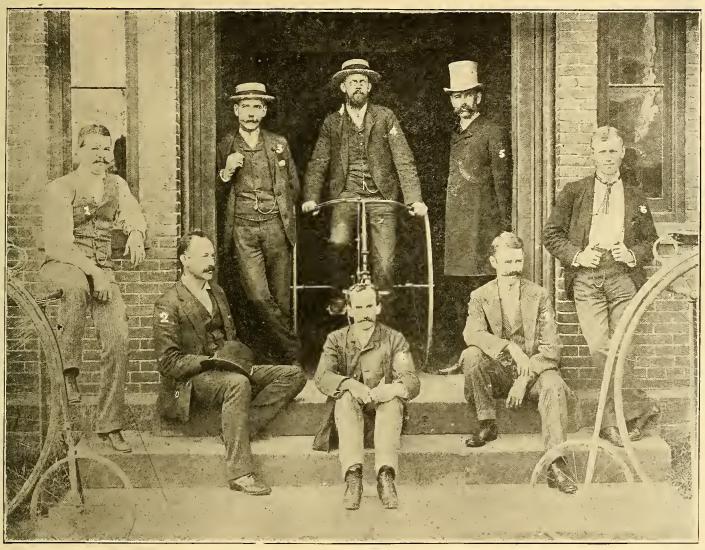
U. S. A.

with ample English connections which enabled him to bring over the novelties as soon as any, with more than one travelling man, establishing agencies and riding schools throughout the country, and with a growing list of enthusiastic and loyal agents. This was indeed marvelous progress, and it disposes totally and entirely of the luck story. It shows Pope as a man of prescience and of great mental and physical force.

and in these interviews the man always came off second best. Pratt was a student, a bookworm. After Pope, Pratt may be said to have been the most important factor ever known to American cycling. It would be impossible to relate here what this man did to spread the sport. He suggested the formation of the league, he edited the Bicycling World. He started the highway improvement movement. He worked on legislatures,

tory. At 40 South Canal street a man named Thomas B. Jeffery had a machine shop, in which he made certain repairs, and later manufactured and replaced certain parts of bicycles. Also, in the same city, one R. P. Gormully had his eye on the bicycle business—Gormully, a tinroofer and man of means, an expansive man. As soon as the final decrees had been entered in the Pope-McKee & Harrington case, which, of course, greatly

PRESIDENT GEO. H. DAY OF THE WEED SEWING MACHINE CO. IN 1883 AND PART OF HIS STAFF.



1. A. J. Wells, 2. Geo. H. Day, (President) 3. Jno. Knous, (Supt.) 4. E. W. Pope, 7. F. E. Belding. (Secretary) 8. E. W. House.

5. Elliot Mason, 6. D. J. Post.

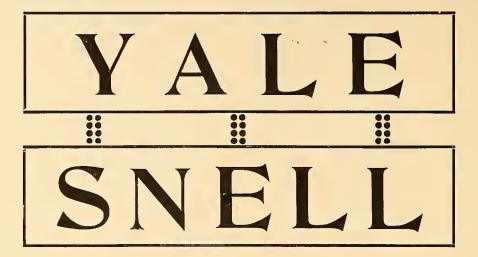
In time, say in 1883, the Lallement patent had run out, but by this date the Pope patent department was the most important end of the business. Early cycle makers and dealers remember it very well. Pope had gathered a complete patent library, and had a suite of rooms especially set aside for patent work. At the head of this department was Charles E. Pratt, a Boston lawyer. Pratt was then about forty, heavily spectacled, yet with an all-seeing eye. Pratt sat quietly at the head of the patent department, and made and unmade the destinies of ambitious Importers and manufacturers. Every man who attempted to make a bicycle in America eventually had a session with Pratt, State, national and local, for the opening of parks. He spread the knowledge of how to organize bicycle clubs, and drew up constitutions for their government. He was a tutor to the whole American bicycling world, and his pen has touched upon every possible subject in the whole cycling curriculum. He was the first L. A. W. president. And all this time he kept gathering in the patents, and was a leader in all these patent fights.

To revert again to the early Pope days. The first active force ever brought against Pope was the McKee & Harrington entity. About the same time, 1882, Chicago developed another proposition which made cycling his-

strengthened Pope's position and created precedent for him and his cause, we find this Jeffery advertising in the Bicycling World that he is prepared to sell a copy of the entire testimony taken in the Pope-McKee & Harrington case, and furthermore that he would place at the disposal of any interested party sufficient data to prove that the Lallement patent was not worth the paper it was written on.

This indeed was a strong blow, was competition from an unexpected quarter. It is probably true that Gormully and Jeffery were close together at this time, though they were not then in formal partnership. Reading between the lines, it would seem that

Two Bicycles of Today



THE BICYCLES WITH....

a Proud Past, an Untarnished Present and an Undimmed Future.

THE BICYCLES THAT....

have won success by deserving it.

CATALOGS ON REQUEST.

KIRK MFG. CO.—Toledo, Ohio—SNELL CYCLE MFG. CO.

83 Chambers Street, NEW YORK.

167 Oliver Street, BOSTON.

Gormully was behind the scenes, for the next season he started making the Ideal bicycle. Yet Pope withstood this, for in a short time we find Gormully advertising himself as manufacturer of the Ideal bicycle, under licenses from the Pope Mfg. Co. This Ideal bicycle, by the way, did not exactly compete with the Columbia. There was then no thought of safety bicycles, and Pope issued licenses that kept for himself the manufacture of bicycles of the larger sizes. McKee and Gormully had the right only to make machines of less than 50 inches front wheel diameter.

In 1882 again we find Pope opposed by another man, one supposed by many to be in some respects the most forceful man which cycling has produced. In Hartford was one A. H. Overman. In the days of his pride, when he owned a grand bicycle factory at Chicopee Falls, a plant in many respects the first in the country, his enemies claimed that he had been a book agent. If he was, he was undoubtedly a good one, for in everything that Overman undertook he was thorough, and he finally, in fact, broke on the rock of thoroughness. For a decade afterward, when the market was flooded with good and cheap bicycles, he continued to turn out the Victor bicycle on so elaborate a scale, and under such fine processing, that his profits were sadly eaten into. However, this is later history, is trade history, and does not particularly belong to this Pope scheme. In 1882 we find Overman advertising some of the little knickknacks of cycling. He imported English cycling books and made and sold little kinks. His first great hit, however, was to import the Harrington enamel. Bicycles in those days were finished with paint or with nickel, and the Harrington enamel, as exploited by Overman, carried America by storm. He also had the distinction in 1883 of being the first American to manufacture a tricycle; 1883 to 1886 were the cumulative tricycle years, when every firm with any pretensions attempted to make and market a three-wheeler or a four-wheeler.

So here in this man Overman was the fourth factor with which Pope had to deal, and these were strong men. Yet Pope maintained uninterrupted supremacy. At one time he fought Gormully, at another Overman, Occasionally both Gormully and Overman would form a pool and fight Pope, but Pope was always the winner, either through absolute victory or through compromise. From this time on patent litigation was the feature of the bicycle business. In fact, the first announcement that we hear from the Overman Co. was that "they had engaged Governor B. F. Butler as their counsel." Butler was a great figure in those days. Looking back now, it seems quite humorous; but it was altogether Overmanesque. While Overman was in the battle he had the best that money and brains could collect. It also seemed in those days that the patent attorney was more important than the inventor or improver. Succeeding years brought-litigation over saddles, hollow rims and ball bearings,

and a score of other things. The patent office was clogged with patents, both good and bad, and the leading firms were always on the alert for purchases. It is not necessary to go into details. The only fact worth pointing out in this connection is that Pope, notwithstanding the rapid increase in manufacturers and importers, always kept at the head. The early patent campaign culminated in the "Treaty of Springfield," 1886, a compromise between Pope and the Overman Wheel Co. This clarified the atmosphere and the trade was at peace for a time.

In 1883 Pope produced a tricycle, and here again he did not rely upon his designers. He

The Lesser Known Half of the Original Pope Mig. Co.



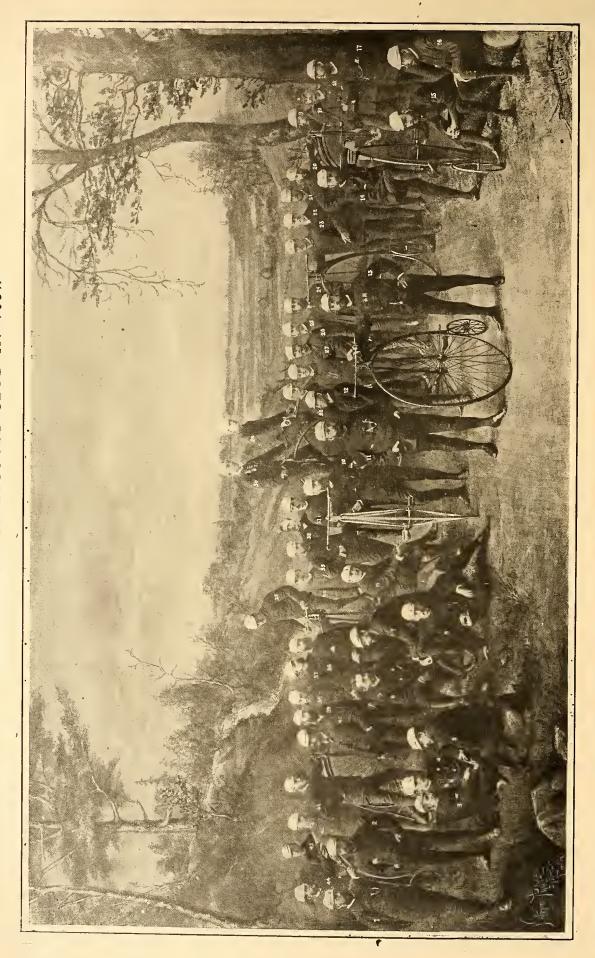
FDW. W. POPE, TREASURER

went to England and bought the best English tricycle and then duplicated it. We do not know at this day whether he negotiated a courtact or simply took the tricycle and duplicated it outright, this matter never having been made public. But the main point is that Pope saw the tricycle wave, and immediately got in line to supply the tricycle demand. Meanwhile, he was constantly enlarging his Hartford plant and was getting the best men in the country, both in the inventive department and throughout the entire works. Year after year this factory evoluted until it became one of the notable concerns of the country, and, as we all know, Columbia became a so-called household word. In those days Pope was the biggest bicycle advertiser in America. He always was on the front or back page, and usually it was a full page, though in winter it shrank to a half. And his advertising received no less care than the other branches of his business. He always employed an expert. On the side, millions of pamphlets were

published to inculcate cycling as a sport and as a health-giving proposition. Physicians

were circularized; the pulpit received ample attention; the colleges were deluged with Pope literature. Incidentally, Pope kept the daily press supplied with matter. He was a great believer in that idea, and he flooded every paper in the country with bicycle stuff. The bicycle was a new thing, and little was known about it. The editors were hungry for news; they wanted either serious stuff or humorous stuff. Pope gave them all kinds, and billions of words were printed about the bicycle. You can imagine how much could be written in those days. The average man did not know anything about gearing, or the size of wheel suitable to him, or what kind of lamp he should use. Then came the tricycle, and then the safety. All was Greek to the American public. This necessitated an enormous amount of tuition on the part of the manufacturers, and Pope entered into this end of the game with his usual enthusiasm and vigor. We find him in 1883 offering \$1,000 in prizes for the best article on the bicycle. We find him in 1884, being at that time disgruntled with the Bicycling World, from which paper he withdrew his support for a whole year-whereupon Overman connected immediately—starting a monthly magazine called "The Wheelman," which afterward became known as "Outing," after Pope had spent \$75,000 on it. This magazine, by the way, was a marvellous publication. All the best outdoor writers of the country contributed to it. Its pages were filled with illustrations which in those days set the pace for all the lay magazines. Through The Wheelman the public were taught the value and delight of outdoor recreation, and the beautiful illustrations drove the lesson home. No man could read it for a season without developing a wild desire to mount the "steely steed," as it was then called, and away to the woods and nature. "The Wheelman" depicted the pleasures of wheeling from every aspect. The poet, the artist and the prose writer fired his imagination to properly describe the real and the ideal of bicycling. It was a remarkable thing, one of the most creditable works Pope ever did.

Also again we find Pope spending time and money in other directions. He, in fact, spent several thousand odd dollars to open Central Park, which had been closed to wheelmen for years. We also find him dominating the race track. At every important race meet Pope men were judges, timers and handicappers. In the League many of the principal officials were directly or indirectly in the Pope interests. During those days, as in fact throughout his entire cycling career, Pope became a greatly hated man. He was accused of doing all kinds of things, from appointing League presidents down to "running" the smallest race at a country fair. It is probable that he had his finger largely in the American cycling pie; but it was always well done. Pope was a diplomat of the first water. He gave readily money, machines and patronage, but he always expected something in return. He had gathered about him



low Crosby. 25. Frank G. Parker. 26. J. E. Alden. 27. Winthrop Thayer. 28. James J. Gilligan. 29. Raiph P. Ahl. 30. Harry D. Corey. 31. J. B. Forbes. 32. H. E. Parkhurst. 33. Samuel J. Brown. 34. S. K. Flint. 35. Arthur G. Waterman. 36. Chas. W. Reed. 37. Jos. W. Pettee, Jr. 38. James P. Burbank. 39. Hemy S. Harris. 40. Edward R. Drew. 41. E. O. Winsor. 42. H. T. Washburn. 43. A. L. Atkins. 44. Rev. S. Hamilton Day. 1. Edward W. Pope. 2. Augustus F. Webster. 3. Chas. F. Joy. 4. Adams D. Claffin. 5. Winfield S. Slocum. 6. Gilbert E. Chandler. 7. Chas. P. Shillaber. 8. Josiah Albert A. Pope. 12. Philip S. Rust. 13. Henry W. Williams. 14. Daniel E. Devoe. 15. Col. Geo. Pope. T. Dyer. 9, Chas. L. Hovey. 10, Frank W. Freeborn, 11, Col. Albert A. Pope. 12, Philip S. Rust. 13, Henry W. Williams, 14, Daniel E. Devoe, 15, Col. C. Albert S. Parsons, 17, Fred H. Ruggles, 18, Geo, H. Waters, 19, Dr. G. C. Ainsworth, 20, H. E. Sylvester, 21, F. W. Heymer, 22 Chas. M. Cox. 23, L. M. Dorr.

a group of very clever young men who seemed to be inoculated with the Pope idea. This idea was to spread the gospel of Pope and the Columbia. Pope is at the head of the club, is the first on the parade; Pope is known at the race track; Pope is friendly with the principal racing men; Pope is here, there and everywhere. Pope and Columbia predominated by sheer numbers and by tone and respectability. The Hartford-Boston scheme was a sort of college of commercialism, and it turned out many good men-men whose cycling history could be dwelt upon with admiration, for they had more or less talent, and their courtesy was perennial. It would be folly to attempt to enumerate them.

Again we find Pope advertising through the medium of the racing man. In 1882 George M. Hendee was the pet of the whole American world. In this year Frank J. Moore, a marvellous English amateur, had come over to show us how to race, and he was a wonder, too. Yet Hendee ran him within an inch of his life. The next season Hendee jumped on the record tables and carried all before him. In 1885 he was taken under the Victor wing, had special trainers appointed to his care, and we have the best example America has ever seen of the kept amateur. Hendee was a graceful, handsome fellow, and when, two years afterward, the marvellous W. A. Rowe, a Pope production, defeated him at Springfield, the entire grand stand wept. Pope developed Rowe to compete with Hendee, and by October, 1886, the name of Rowe was written all over the rec-

In a general way Pope had now come to be known throughout America. In New England manufacturing circles he also took his place in the first rank. He constantly increased his factory in Hartford until it became one of the show places in New England. He not only extended, but he extended wisely and artistically. He built homes near it; he beautified the entire proposition. Later he presented Hartford with a park called Pope Park. He then built a postoffice. Still later he built an office building in the centre of his Hartford buildings, for at this time, 1893-we have gone forward quite rapidlyhe owned the Columbia bicycle factory, the Hartford bicycle factory, the Hartford Rubber Works and the Pope Tube Co., which group was later increased by the Columbia Electric Vehicle factory. The entire Pope group in 1900 best represented what the man had achieved. In looking at these great plants, hiving thousands of workingmen and sending product all over America and across the seas, and paying perhaps \$1,000,000 a year net profit to their owner, any talk about Pope not being a big man, a natural leader and a broad-gauge merchant, were the absolutest folly.

We now come to modern cycling history. Pope himself had passed from hearty forty to genial fifty. He had rounded out into a merchant of the first order, still very active, very enthusiastic, and yet fearfully ambitlous. We find him among the biggest bor-

rowers of money in New England; his schemes involved vast capital. We find him interested in hundreds of other enterprises. In a Western city he builds a business block. In Boston he is a director of banks and of large enterprises. Being a commander of millions, and, more than that, a man of wide influence, he is sought after as a commercial light whose name carried weight. Later, and these are these very latest days, we find hin absorbed in the American Bicycle Co.

Such are the main facts in the history of Pope, the great New Englander. And these facts, and the career he carved out for himself, entitle him to a place in the first rank of world-merchants. Every great business produces at least one big man. We find an Armour in Chicago, a Mackay in the California gold fields, a Morgan in Wall Street. These men will be historic as the pinnacular points in their particular businesses; and so Pope is the pinnacular point in the bicycle business. He was in at the start; he is in to-day. He is the premier man all through.

During his career Pope gathered about himself many strong men. Perhaps the best known to the moderns is Mr. George H. Day, now president of the Electric Vehicle Co. It has even been said by the unthinking that Day was greater than Pope, though Day would be the first to resent such truck. Looking back now, we can see how entirely foolish such a proposition must be. No man could make Pope, but Pope could and did make many men. 'Any man who was close to the Pope business must, however, have noted the dominance of the Colonel himself. When the Colonel was absent, the wheels of progress kept whirling, but they did not go forward, and no important proposition was decided. It is true that Pratt, George Day, E. W. Pope, Colonel George Pope and some others who were close to the Colonel were of very great value to him. They were the pillars in the Columbia temple, and strong pillars they were. But the aortal valve of the business, the pistonic dynamic force of the Pope scheme, was Col. Albert A. Pope himself. No man who/ever stood near him had a tithe of his activity, of his restlessness, of his fearlessness. The men mentioned all did many things and were wisely conservative. They were the exact types of men to support a man like Pope. He was quick, darlng, speculative, and his career is marked by many minor failures. But the career of a man of such hyperactivity must always be paved with error. These men undoubtedly prevented him from making more errors than he otherwise would have done. At the same time, Pope ever remained the leader, the captain of the business. The Pope proposition was a fair ship, and the colonel was the wind which blew it over the seas, whether the were calm or whitecapped. He was the wideminded man, the man of force, the man of bravery. And, like all men of the type, he was surrounded by a group of advisers and workers who, from certain viewpoints, were stronger than he was. But as a whole the Columbia success and all that it entails rests primarily on the shoulders alone of Albert A.

Almost from the

BICYCLE'S BEGINNING

the desire and effort to reduce vibration and make cycling more comfortable existed. But until the

Cushion Frame Appeared

all devices that sought to attain the end proved failures. They lacked the

SIMPLICITY, PRACTICABILITY AND EYE-PLEASING APPEARANCE

that are the attributes of the Cushion Frame and that have made it such an emphatic success.

HYGIENIC WHEEL CO.,

Owners of Cushion Frame Patents

220 BROADWAY, NEW YORK.

Home Office, Philadelphia.

There's to a continued long life of usefulness and success for the "Bicycling Udorld."

Our best wishes for a decidedly happy anni=versary birthday, and many of them.

Yours respectfully,

JOHN R. KEIM.

WHEN THE CYCLING WORLD WENT DAFT

over cheapness there was one article that held true to the mark of high quality-

≅THE PERSONS SADDLE ≅



For 10 years it has been the choice of Cyclists who desire the best and now that the day of quality has returned, it is the choice of more of them than ever before.

IT IS THE UNFAILING INDEX TO A HIGH GRADE BICYCLE.

PERSONS MFG. CO., (c. A. PERSONS,) = = = Worcester, Mass.

The Industry; How it Grew Up >

From the smallest sort of beginning the bicycle trade extended year after year until it became one of the great industries of the United States. In 1877 a few bicycles were brought from England to America by private parties. By November of that year a concern started to import them, was organized especially for that purpose, and went into the cycling importation business in a regular way. In 1878 we find one bicycle manufacturer in America turning out a few hundred machines. Nearly twenty years after, 1895 to 1897, we find cycle factories scattered all over the United States. We may later tell you exactly how many there were, but at any rate they had an annual product of one million and a half to two million wheels. There was the great New England group, including Pope and Overman as leaders; there was the famous Syracuse group, with Stearns and his "Yellow" fellow known from ocean to ocean, and at Buffalo there were half a score of makers. At Erie the great Black plant was making a splendid reputation for the Tribune. At Toledo was the great Lozier factory; also the Toledo Metal Wheel plant, also the Snell plant; the Kirk Co.-but why specify the Toledo men in detail? The town was honeycombed with cycle makers and cycle allied industries. Going West we strike Chicago, which from 1890 up to 1897 had become cycling mad; for here the flat boulevards and their park system gave cycling a sharp impetus, and this was supplemented by the characteristic Western push and extravagant enthusiasm. Thus in Chicago we have a half hundred factories, with the Gormully & Jeffery and the Western Wheel Works plants turning out 150,000 machines annually. Another big one was the Monarch plant; but with Chicago, as with Toledo, it is profitless to specify or even hint of the tremendous manufacturing of those days.

As a corollary to the making of bicycles we find many other concerns drawn into the business. For instance, Billings & Spencer, as a side line, made a bicycle wrench. The great Brown-Sharpe Co., of Providence, contributed their share. Thomas Wilmot & Son, who had an enormous plant at Bridgeport, contributed rims. All the rubber firms, among the earliest of them the New York Belting & Packing Co., went into the tire business. Certain concerns, skilled in handling metals, made spokes, bearings and bails for bearings, wood, rubber and the simple or composition rims and parts of every description. Other firms devoted themselves to the making of saddles, tool bags and lamps. In the year 1895 it is safe to say that there were in America 3,000 factories turning

out cycles, cycle parts, sundries and accessories.

We mention this year 1895 with particularity because it was the boom year, and after its passage there remained a swath of failures. Also, after 1895-'96 the cycle trade was compelled to minimize, concentrate, condense and economize. From 1890 on were the champagne days of cycling; those seven years were the seven fat years, the years of fizz. Throughout there was a hysterical expausion of the business. Each year brought into the field a thousand and one newcomers, among them five hundred and one adventurers. It was quite the proper thing at this time for a man who had failed at everything to which be had put his hand to go into the cycle business. During this fizzy period the cycle trade produced a whole university of frauds. It also produced some very honest, honorable and legitimate successes; hut, at any rate, after the 1895-'96 boom, when everybody in America, without respect to color or station, owned a bicycle, cycling settled down to the legitimate. Its profits were cut to the percentum found in other standard businesses, or even lower than that, because there was a fearful reaction from overproduction. The effects of this, however, gradually wore away, leaving cycling on a par with the stovemaker, the wagonmaker or any other producer of standard goods. Prices were cut to the bone, and economy marked the entire procedure of making and marketing the bicycle; there was no more enthusiasm, no more fizz. All had become tame, sensible and reasonable. Of this, more later.

And now let us hark back to the infant industry and carry you roughly through the first ten years of cycle trade development, touching here and there on the high points only. The machines showed in America by private individuals excited uncommon interest, especially as the importers were men of means and social standing. The prices of bicycles in those days-about \$150-made the bicycle possible to only men of means; in fact, for the first five years of cycling, it was regarded as a "dude" sport—as a lily-handed sort of thing. The early cyclist yet keenly remembers his experience on the crowded street or in the village main street. He was the sport of the hoodlum and the small boy. He never failed to excite derision, and many were the epithets hurled at him, some amnsiug, some profane. To the mob the bicyclist was merely "a monkey on a wheel;" but these kid gloved fellows were made of sterling stuff, and year after year this perfectly absurd view passed away. In fact. when the boom had entered every home in America, we find the hoodlum among the

most enthusiastic. As we have noted, the bicycle struck the public as little less than a marvel. Its grace, its propulsive ease, its speed, won all hearts, and the dream of every cyclist of the early days was to own a shining, full nickeled bicycle. The poets and prose writers of the day wore themselves out describing the "glittering sunlight on the steely steed." Newspaper editors hungered for cycling matter.

Altogether there was a huge mass of tommyrot and quite no little excellent prose and poetry expended upon the bicycle.

Although William M. Wright, a New Yorker, had brought over a bicycle in 1877, and Timms & Lanford, a Baltimore concern, had sold the meagre Centennial cycle exhibit, it was the Boston men who gave the wheel its first American sendoff. Among the active pioneers were A. D. Chandler, J. G. Dalton and Frank W. Weston, the latter an enthusiast and idealist. So thoroughly did Weston believe in the bicycle that in November, 1877. he organized the firm of Cunningham, Heath & Co., to import and sell English bicycles. The company met with success from the start, the orders being almost always ahead of the supply. In the summer of the same year John Harrington, as told elsewhere in this issue, had a wheel built for Colonel Pope. In the fall of that year the Pope Manufacturing Company, then engaged in the air pistol business at Boston, started to import bicycles. Early in 1878 Pope went over to Hartford and made a contract with the Weed Sewing Machine Company to make bicycles for him. Of these two firms Cunningham, Heath & Co., afterwards Cunningham & Co., had a constantly increasing business until 1885, when they retired, while the l'ope Company started at the head of the business and remained the biggest firm in it and the biggest factor in it until they were absorbed by the American Bicycle Company in March, 1900.

Needing some sort of medium to talk to the rapidly growing cycling clientele, Weston determined to start a bicycle paper, and the first number of the American Bicycling Journal was published in Boston on December 22, 1877, and this issue is commemorative of its quarter century of life. Since the start of this paper a hundred other bicycle journals have seen the light. In the boom years there were over fifty weekly and monthly bicycle papers, but this American Bicycling Journal survived them all, and is the only cycling paper in America to-day.

1879.

By the first of January, 1879, we find these two Boston firms thoroughly well under way, with the Pope Company even putting salesmen on the road to open up agencies, and to explain to agents how to construct and run bicycle schools and riding halls. With this start bicycling made rapid headway and spread all over the country; but, of course, it made most progress in the Atlantic States. Clubs multiplied rapidly and agents embarked in the business in all the principal cities of America. The growth of the wheel was helped largely by the opening of riding schools and by the great interest that every American newspaper editor took in the new wonder. These latter were simply insatiable for information and news. The bicycle in those days was an absolute mystery to the public. Its origin, its construction and its possibilities were enveloped in haze; but here and there we find firms like Pope and others writing and publishing tons of matter

of some new extraordinary chemical, or hobnobbing over the discovery of a new comet. It was this extraordinary interest in the bicycle which made for its rapid development, because the early riders were critics of the first order, and the just-as-good thing would not do. They wanted the best, or something better than that. This point of view compelled the early American makers and importers to bring out novelties, one after another. There was no such thing as resting on one's oars,

Early in this year the Bicycling World, which we must often mention here, because its columns contain an authentic record of the cycle doings of the day, mentions the fact that four or five tricycles were in use in America. The Tricycle, as we know, was then a four-wheeler, and afterwards a three-

mind you, which, when it first came out, was also a cranky beast, but a safety which was merely a modification of the ordinary bicycle, the machine which was driven by gear action and in which the rear wheel "trailed" and upon which the saddle was placed so far back as to make the "header" almost impossible. This type is represented by pictures of the Kangaroo and other safeties of these times. When the safety came in with this sketch. When the safety came in the trycicle went out, except that here and there some old fogy—this term used most respectfully—clung to the three-wheeler and pottered about the country on it.

In the first year of American trade, 1878, Cunningham, Heath & Co were located at 178 Devonshire street. It was there that Weston had his office as an architect, and



The
Two Men
Who Made Early
History
By
Being First
to
Battle With Pope.



CHAS. F. HARRINGTON

through which the public were taught the charm and value of the newcomer.

Do not forget for a moment that in these days England and France were already far gone on cycling as a permanent institution. In England there were many firms in the business; thus in the early years all our improvements came from abroad; and, when we were making fifty-pound ordinary bicycles, they had scaled the weight down to thirty-two. When we were using parallel bearings, they had developed the ball bearing idea. So also in saddles, in springs, in hollow forks, hollow rims, tool bags and all the rest of it, these English were setting a rapid pace. Hence, the American cyclist always kept his eye Englishward. He even read the English cycle papers, and, if possible, inspected every English machine brought over here. As soon as a new machine arrived in Boston, New York or in any of the large centres, a crowd of enthusiasts would gather about and discuss its merits. It suggested very keenly the idea of a lot of scientists gathering around the exposition

wheeler. The Ordinary bicycle, as we again know, was a difficult machine to mount, and a somewhat daugerous machine to ride. It was fruitful of the "header." Hence the tricycle, which was designed for the timid, for the sedate and for the middle-aged. It made its way slowly, being improved from time to time. In 1883, here in America, both Pope and Overman showed remarkably fine types of tricycles. They were light and speedy, and were what is called two-tracked; that is, the front wheel was placed to one side and directly in front of one of the rear wheels. The roads of America in those days were so bad that this was a great advantage. The tricycle came on apace and, in fact, 1883 was a tricycle year, both here and in England. The machine was certainly comfortable; also it was absolutely safe, and it appealed to the classes mentioned. Again, when it had been lightened, it showed great speed on the race path, and all of these factors greatly forwarded it. It met its doom, however, through the introduction of the safety-not the safety of these days,

there also that he edited and published the now Bicycling World; it was there, too, that the first club was organized, so that if cycling may be said to have had a cradle, No. 178 Devonshire street was that cradle. Cunningham-Heath sold the Duplex Excelsior, Challenge, Tension and "all other makes of first class machines." They also established a riding school at 22 Pearl streeet, to which later their salesroom was removed, "Professor" Will R. Pitman being their instructor and salesman.

On March 16, 1878, the Pope Company, located then at 45 High street, first commenced to advertise, not Columbias, but "English Bicycles for Sale." It was not until January 25, 1879, that their first advertisement of Columbia bicycles, "made of the best steel and Norway iron," appeared in this paper. They then had twenty agents, covering all the large cities.

1880.

In Newton Upper Falls, Mass., R. H. Hodgson manufactured bicycles in a small way. He was the first type of English cycle me-

chanic to come over to America, and his "factory" was what to-day would be styled a small assembling shop, imported parts being used. He first advertised the Velocity bicycle in the Bicycling World January 24, 1880. He employed some ten or twelve men, and it has many times been asserted that he ante-dated Pope. A. J. Philbrick, of Salem, Mass., was another who "made" and advertised bicycles in a small way, at about the same time. The Popes had three styles of machines as early as 1880-the Columbia Special, the Standard Columbia and the Youth's Columbia. The prices ranged around \$150, though the youth's machine was sold for \$50. While Pope was advertising durability, Cunningham & Co. were pluming themselves on their Harvard hollow forks, adjustable ball-bearings and thick-ended direct spokes. Be it remembered that where a spoke entered the hub and the rim of the wheeel, there was the weakest point; and the Cunningham Company's Harvard was the first machine fitted with spokes thickened at the rim and at the hub. Of course the advantage was obvious. On May 15 the rapid Pope folks made a startling announcement. They put ont a Special Columbia: "A racer; a delicate wheei for skillful men." It weighed forty-one pounds, ten pounds lighter than the standard Columbia. Was not this a remarkable cut in weight?

We enter now on a famous chapter of cycle history. In September of 1880 McKee & Harrington, then making baby carriages at their factory in Lyndhurst, N. J., with an office in Canal street, New York, took over bodily the business of Hodgson, of Newton Upper Falls, "good old" Alex Schwalbach, then in their employ, now the dean of Brooklyn dealers, superintending its removal to this city.

With the Hedgson plant as a starter, Me-Kee & Harrington started to make the Union bicycle. The firm was in good financial circumstances, had commercial reputation and selling machinery and were, of course the second American bicycle manufacturers. They promised to make it warm for the Pope Manufacturing Company, Hodgson was the head of their bicycle department and continued in their employ until about six months since. He still resides in Lyndhurst. On June 26 A. M. Gooch, of Newton, Mass., was the first man to advertise: "Bicycles made to order. Any kind of bearings fitted to bicycles. All forgings." On the same date George Hughes, of Wolverhampton, England, advertised bicycle fittings. He was the first Englishman to ever advertise in this country; and this is also the first mention of a cycle fitter, which branch of the business, as we know, developed to very great proportions.

The American Bicycle Company. This was not the aggregation of the present day, but merely a quiet little concern at New Haven, Conn., who first advertised themselves in July, 1880. They dealt in all kinds of bicycles and were agents for the Columbia and Harvard, being notable merely because they bore the American Bicycle Company's name

twenty and odd years ago. On August 7 the McKee & Harrington people made their first public announcement, describing their new Union bicycle, as light, stanch and elegant, with an open head, gun metal hubs, lever spoon brake and suspension saddle. All these kinks were novelties, were luxuries, and the Union, when it made its first appearance, was more than favorably compared to the Columbia. Eventually, however, the New York firm lost faith in the high bicycle, and for a term of years, or until the safety gained popularity, their connection with the cycle trade lapsed.

A mention in the Bicycling World in September, 1880, reminds us that Timms & Lawford, a Baltimore concern with English connections, to whom had been appointed the charge of a meagre exhibit of bicycles at the Centennial Exposition, had advertised the leftover machines for sale. They were called

One who Made Bicycles in the '70's.



ROBT, H. HODGSON

the Centennial bicycles, and this Baltimore firm was in the very front row of American cycling sellers. In August, 1880, we find the back page of the Bicycling World divided between Pope and McKee & Harrington, all the others having dropped. They had not gone out of business, but very little was done in the autumn in these years, and only these two firms could afford to advertise all the year round. This is notable, because the advertising pages of the leading cycling papers have always been a mirror of the trade. The two advertisements in question prove that Pope and McKee & Harrington were then monopolizing the American trade.

In August a report came from England that Thomas Sparrow had designed a lady's bicycle for ages afterward, and the wheel was reversed, was placed in front, in fact, so that it was not necessary to ride astride, which, of course, would be absolutely reprehensible. Nothing is heard of the lady's bicycles for ages afterward, and the Sparrow proposition was one of the numerous ingenious, non-practical family. It contained a great idea—a lady's bicycle—but that was all. It remained for others, in this country, H. S. Owen, to solve this problem.

In September the Pope Company reported that they were turning out twelve hundred bicycles a month. The announcement came from Mr. George H. Day, then in charge of the Weed Sewing Machine Company, at Hartford, which concern was afterward to cease the making of sewing machines and become the Pope Manufacturing Company, making bicycles only.

Next to Pope this man Day had much Columbia fame. He was considered Pope's right hand man, and that he was. As has been said elsewhere, the successes of the Colonel were frequently credited to his famous suprintendent and overseer. Day was a ceaseless worker, and was accountable for the designing and manfacturing end. He also kept a general eye on all the policies of the Pope Company. He even took time to watch the racing game. In fact, he was the indoor generalissimo of the business. What Napoleon's greatest general was to the Corsican, Day was to Colonel Pope. He had large executive ability and was a big-minded man. He was seen very little in public, his expanding activity keeping him always closely confined to Hartford. In later years he was back of the Rubber plant, the Tube plant and the Electrical Vehicle plant. In all of Pope's industries he was a captain. His personality was and is of a fine order. The creditable note through all of his career is that he never posed, never sought to wear the Columbia laurels. In fact, all of Pope's big men-George and Edward Pope, Day and Pratt-always gave the Colonel the centre of the stage.

In the fall Cunningham & Co. offered a novelty, the Yale, a concession to the New Haven college. It was introduced in October, the special feature being tangent spokes. Instead of the spokes running direct from hub to rim they crossed one another at a tangent and were interlaced and bound at the contact point. The tangent spoke afterwards became the accepted method, Other features of this new Yale bicycle were ball bearings and hollow backbone, and, please note, a curved handlebar. The previous handlebars had been straight and narrow. In fact, looking back at the pictures of the old bicycles, the handlebars are the most apparent evidence of their "vintage"—the "straight," the "dropped" and the "cownorn" each typifying an era of advance-

In October McKee & Harrington stated that, for the spring of 1881, they would show Americans a Special Union; feature, lightness. Thus we see that the first, last and most constant note sounded by the cycle manufacturer was lightness. It was the never failing pursuit of this idea that reduced the Ordinary bicycle from fifty pounds to sixteen pounds, and the Safety bicycle from more than fifty pounds down to less than twenty pounds. On October 2, Hill & Tolman, sundries people at Worcester, Mass., first announced a new automatic alarm, the first bicycle bell.

In the fall of this year Judge Blatchford, then a notable New York City jurlst, grant-

ed the Popes an injunction against McKee & Harrington, who had refused to pay the former company a license of \$10 on every machine they made. At the very start Col. Pope commenced to collect patents, among them, of course, the fundamental Lallement patent, which covered the crank action, and without which principle no bicycle could be made. As soon as Pope felt himself strong enough to do so, he imposed a \$10 royalty on every machine made or brought into the country. As has been stated elsewhere, his patent department was an important feature of his business, and so rapidly and thoroughly was it developed that he practically became the monopolist of the American cycling trade, and could dictate. In the license which he gave he guaranteed protection against patent litigation and infringement. In those days bicycle patents were in a messy state; very few knew much about them, and a claim was almost as good as a patent. So when Pope licensed a firm to make or import he agreed to stand off all litigants. He also said to the maker: "I will agree that only five men shall make bicycles in America," or ten men or fifteen, as the case might be. When he first gave a license to Cunningham, Heath & Co. he agreed that only two other firms would be allowed to import bicycles in America. Of course, the advantage of Pope's position, were he able to sustain it (which he did until 1885), was obvious

1881.

In its issue of March 25 the Bicycling World states that it hears from abroad that the 'Xordinary Safety Bicycle is attracting great attention. It further states that it is informed that many of these machines will be used in England during 1881. Also, further, that the Pope Mfg. Co. will soon have a supply of safeties on hand. A picture of this machine published here shows that it was a modification of the Ordinary, and not the Safety of the present day. And now, in April. we have the first Stanley show held in London, the feature of which was the Sparrow Lady's Bicycle referred to above. It was not brought to this country, and seems to have excited no interest whatever abroad,

On April 15, in the Bicycling World, the II. B. Smith Machine Co., of Smithville, N. J., announced the first radical departure in American cycle mannfacturing. This firm manufactured and introduced the Star bicyele, the first variation from the Ordinary type, and these Smith people were the third American bicycle manufacturers. As has been said, the Ordinary bicycle was perilously high and fraught with more or less danger, the commonest mishap being the "header." The Smith Co. sought to obviate this by placing the little wheel in front and by driving the machine with levers instead of cranks, the action being simply an up and down one, It is true that the Star machine did really include the safety factor. The Smith concern was enormously wealthy, and they spent a fortune in pushing the new Star. On April 21 Stoddard, Lovering & Co., of Boston, made

their first announcement as importers of the Singer bicycles and tricycles. This firm was one of the biggest handlers in New England of manufactured steel and other metal parts. They were enormously rich, and they stepped into the bicycle business with both feet. Later they engaged Harry D. Corey, a man well known in Boston socially as a clubman, and later as one of the fastest racing men in America, both on path and road. He took active charge of their bicycle department, made frequent trips to England and kept his firm thoroughly abreast of the times. Under Corey they transferred their affections to the Rudge bicycle, were the first to import really light racing machines over here, and by about 1890 they were among the first showing the early type of the modern Safety. called the Rudge Bicyclette. When thehandling of cycles was cut down to closer figures they retired gracefully from the business, and Corey went on the Boston Stock Exchange. On May 6 the Elastic Tip Co., who had a store in a basement at Cornhill and Washington streets, Boston, advertised rubber handles. They afterward went into the cycle fittings business quite heavily. On May 13 the Bicycling World published a modest advertisement stating that a party wanted to connect with a bicyclist having \$5,000 capital, with the idea of starting a bicycle manufactory in a Western city. Later developments seemed to hint that this advertisement was printed as a "feeler" by R. Philip Gormully, a man whose name ranks second to Pope in the history of American cycle trade. Pope being the first big man in the business and Gormully the second notable figure.

On June 1 the Coventry Machinists' Co,'s Club bicycles entered the market in a big way. They were boomed by a Boston importer. By 1885 this company, a very big English concern, organized originally, by the way, by a group of machinists of Coventry, England—hence its title—had their own Boston place, with H. W. Gaskell in charge, This concern, with other importing concerns, was forced out of business in the early '90s through tariff revision, which protected the American manufacturer; the great development of the American cycle trade also helped to drive them to the wall, for by 1890 America was alongside and, indeed, it probably led England in all firms of cycle manufacturing, bar perhaps the late modern Safety. In June the Springfield Bicycle Club advertised their meet, and announced that, in connection with it, a cycle show would be given, this being the first mention of an American cycle exhibit. On July 27 R. P. Gormully advertised his Ideal bicycles; prices \$35 to \$72.

At the Springfield exhibit product was shown as follows: The Overman tricycle, Cunningham & Co.'s Yale and Harvard bicycle, Pope's Columbia bicycle and tricycle, Clark's imported Sanspareil, Stoddard, Lovering & Co.'s imported Rudge, the H. B. Smith Machine Co.'s home-made Star, R. V. R. Schuyler's Club—Schuyler a New York

agent, for several years prominent in metropolitan trade circles. After the Springfield
meet comes the first talk of anti-vibration,
which eventually took its place in the trade
as a mechanical device and as a much talked
about selling point. Learned men convinced
ns later that vibration meant nerve death,
and many inventors devoted their attention
to its elimination. The Victor spring fork
and the Rambler spring frame were outcomes of this; so were several bicycles fitted
with springs at the fork ends on both front
and rear wheels.

On June 10 D. W. Hyde, of Brighton, Mass., advertised an adjustable saddle. There was, of course, much saddle misery in those days, and many inventors were striving for saddle comfort. This Hyde Adjustable Seat marked a step forward. On June 17 a Boston concern advertised a special bicycle shoe. On July 22 Gump Brothers, of Dayton, Ohio, were big enough to put out their first public advertisement. Among the early agents they were a strong concern. On August 19 Pope started to advertise the Challenge and Royal Salvo tricycles, English importations. In September, at the Mechanics' Institute Fair held in Boston, a function which corresponded to the contemporaneous American Institute Fair in New York, we find a group of bicycles among the exhibits, this being the first formal display since the Centennial. The firms showing were Gouch, of Newton; Cunningham, of Boston, and Pope.

On September 16, in the Bicycling World, Thomas B. Jeffery started to advertise Crescent rims, cranks, horn handles and parts for repairing. Jeffery was destined to become a part of the Gormully & Jeffery Co., who were the third manufacturers in America. As soon as they had fairly got under way they immediately took second position to Pope.

During this year the Western Toy Co., a Chicago concern, makers of wooden and iron velocipedes, had taken an interest in cycle manufacture. They had progressed far enough by November 18 to publicly advertise that they had been licensed by the Pope Mfg. Co. to make bicycles. This factory was owned by a Chicago German, a man whom the Chicago fire had wiped out and left sitting on the flame-lit praisies, penniless and surrounded by his destitute family. Shortly after the fire he restarted, and developed this Western Toy Co. business. This was the firm which afterward became the Western Wheel Works, makers of the Crescent bicycle, and was controlled by R. L. Coleman, who in a trade survey of cycling must rank fourth among the "Big Four," the scheme running: Pope, Overman, Gormully, Coleman, but whose great commercial ability and personal force ranked him second to Pope in the later era of cycling. So that, in 1895, when the trade contained two hundred manufacturers, all striving for preference and position, and included such names as Overman, Lozier, Spalding, Kaiser, Smith and Featherstone,

these two, Pope and C I man, towered above all others, Pope by wealth and right of priority, Coleman by his trade position and by personal and commercial talent that bordered upon genius.

'Tis said that in 1881 Coleman was a clerk or bookkeeper for the Western Toy Co. One day the firm found that it was long on goods and short on ready cash. So Coleman took to the road with samples of wooden and iron velocipedes, and, after a brief trip, he returned to Chicago with the entire product sold and orders booked ahead for half a year's activity. From this time forth Coleman ceased to be a counting-room man, and became a trader. By 1886 or 1887 he was located in New York as manager of the Eastern branch of the Western Toy Co., who by this time were making a line of bicycles,

lon. Is no longer young, puling, tentative, temporary and doubtful, but solid, permeative, abiding, expansive. A year of big events. Men toured on the road and helped a lot. Races held at country fairs and elsewhere attracted public attention and made converts by the thousand. The pulpit and the medical trade talked about the health-giving properties of the bicycle. All the magazines illustrated it. All the newspaper editors printed every possible item about it.

In January Cunningham & Co. start to boom the Humber with full page advertisements. February, Pope showed the new Expert Columbia; prices, \$137.50 to \$152.59. In March the Bicycling World printed a rumor that Overman was reported to have gotten out a tricycle, which indeed afterward proved to be the fact.

was quite a figure at its annual meetings—was, in fact, among the L. A. W. national celebrities of his day.

In the fall Stoddard, Lovering & Co. announced the importation of the Premier bicycles. In September W. H. Owen, then a large cycle agent in Washington, ever on the alert for novelties, showed the Victor tricycle in that asphalted city.

Immediately after the appearance of the Victor tricycle Pope, September 22, stertoriously announced that he would produce a tricycle for 1883, and he copied the National three-wheeler, made by the Birmingham Small Arms Co. It was a clean and simple machine. About this time tricycling was boomed by reports of Alfred Nixon's 1,700-mile ride from Land's End to John o' Groat's that is, from the extreme bottom of England



R. PHILIP GORMULLY

The
Two Men
Who Founded
The
Second Great
Factory
In
This Country.

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THOS. B. JEFFERY

especially the smaller sized wheels. Coleman had an interest in this branch, and here he laid the foundation of his fortune. Within a few years thereafter the title was changed to R. L. Coleman & Co., T. C. Coleman being associated with his brother, R. R. L. One of their notable men was A. M. Scheffey. With the great development of cycling Coleman made a new deal with the parent concern. The founder of the Western Wheel Works, now nearing old age, and with ample means, retired from the business, the R. L. Coleman company was combined with the Western Wheel Works, and Coleman became its president.

Late in 1881 public announcements are made of Pope's Petite tricycle, the new Columbia lamp, the Lamson luggage carrier and the L. A. W. badge, made by Lamson, this latter a famous cyclist and cycle trader, of Portland, Me.

1882.

The trade expanded very rapidly, becoming complicated. Reared its head, man-fash-

On June 16 S. T. Clark & Co., of Baltimore, announced the importation of the Sanspareil bicycle. From the B. W. of this date it would appear that the men doing business in those days were Pope, Conningham-Heath, McKee & Harrington, Western Toy Co., St ddard, Lovering & Co. and S. T. Clark. This S. T. Clark cut quite a swath in the importing business; was, in fact, the leading American importer for several years after the date mentioned. He represented several English machines, but finally pinned his faith to the New Rapid bicycle, which was the first bicycle to show the true tangent spoke to America. In the New Rapid the spokes crossed at a point midway between the hub and the rim, and were interlaced there so that the wheel gained additional strength. This tangent spoke idea finally drove the direct spoke out of the market. Clark himself was for many years a personality in American cycling. He was at the head of all cycling things in Baltimore. was one of the League's shining lights, and

to the extreme top of Scotland, the time being 13 days, 23 h.urs and 55 minutes. This was a world-startling effort.

At the Springfield meet of '82 there was a parade, the first big one of the country. The features were the new Victor tricycle and nine Star bicycles. In these days a novelty like the Victor tricycle was babied without end. In the Bieyeling World of October 13 we n to the first article on safety bicycles in general. Julius Wilcox was the author. This man shortly afterward imported the Facile bicycle and sold it to the American public for three or four years thereafter. The career of the Facile was interrupted by tricycling and it was finally put to death by the Safety. In connection with this first American notice of the Safety bicycle, Wilcox analyzed the new 'Xtraordinary Safety, just produced in England, where it was creating quite a furore. It was a modification of the Ordinary type, in fact, a geared Ordinary. with the rear wheel "trailing" and the saddle placed far enough back to minimize head-

er probabilities. The first machine of this type, so the sharps proved long afterward, was shown in 1870 by J. K. Starley, of Coventry, England. It attracted no attention whatever, and Starley consigned it to the junk heap. At this day there is a statue in Coventry of James K. Starley. The inscription reads: "The Father of Bicycling."

And now a word about this Wilcox. In 1882, 1883 and 1884 he did more to introduce the Safety bicycle than any other American. He was a clear writer and was thoroughly informed on the mechanics of cycling. This dual equipment enabled him to interest the reader and to convince every one that he knew what he was talking about. He wrote time and again about Safety bicycles, traclng the history of each of the various types, pointing out the defects of existing models, and prophesied what must be done in order to produce the ideal Safety machine. Too much cannot be said in praise of the good work of this man. At the present day he is a retired Brooklynite

On October 13, McKee & Harrington, the New York firm, as told in extenso elsewhere in this number, agreed to have the Pope Mfg. Co. file decrees against them. This was Pope's first great patent victory. His fight was based on the ownership of the Lallement, supplemented by scores of other minor patents. This victory established precedent and prestige for Pope, and made him king bee of the American trade. It enabled him to dictate prices and to say how many importers or manufacturers should or should not exist. Thereafter the McKee & Harrington Co, announce themselves as licensees of the Pope Co. Also, and at a contemporaneous period, Cunningham & Co., the Boston importers, advertise their allegiance to the Pope concern.

On October 20 the tandem tricycle is mentioned with favor in a survey of English trade. It was not at the time known in America. A third exhibit of bicycles occurs at an industrial show held in October in Cincinnati, the Star getting the prize. The fancy riding antics of Pressy on the Star bicycle undoubtedly caught the judges. On October 27 the Facile bicycle is advertised. This was the first Safety offered to the American publie by an importing concern. Wilcox started at 63 Murray street, New York, and for years pushed the Facile. It was a well made bieycle and achieved a limited sale. Abroad it had shown extraordinary speed in the long distance road events. The Facile, however, and all machines of its type simply marked a halting place between the Ordinary and the modern Safety.

On November 31 the Bicycling World carried a most interesting advertisement, in which R. P. Gormully advertised for capital to start a factory in Chicago. This advertisement further stated that the Lallement patents were worthless, and that Gormully would seenre all stockholders against personal suits. Said Gormully: "The business can now be profitably conducted with or without the consent of the owners of the

crank patent." At this time Gormully was located at 40 South Canal street. Shortly afterward he combined with Jeffery, and Cormully & Jeffery became a famous firm name in cycling. They first produced the Ideal, and afterward the Challenge and Champion, and still later the Rambler bicycles. They had enormous buildings on North Franklin street, Chicago, their factory occupying two blocks. By 1895 they were both reputed millionaires. Gormully made annual trips abroad and was one of the high lights of the American cycling trade. About 1897 he visited South America, in search of an obesity cure. On his return he seemed to have feund that which Ponce de Leon sought for in vain. He had regained the exterior physique almost of youth, and was chipper and

The Third Great Manufacturer



ALBERT H. OVERMAN

sanguine. Shortly after this cure he fell into a strange spinal disease, and for years he and eminent physicians fought against the Destroyer, but without avail. During his three years' martyrdom he was well enough to keep an eye on his business, and was also strong enough to be an important factor in the formation of the American Bicycle Co. However, he had been marked, and his death occurred a few months after the birth of the A. B. C. In cycling history, as has been said, Gormully will stand as one of the Big Four. His partner, Jeffery, always held close to the factory. Jeffery produced the machines, while Gormully sold them, and, of course, the latter came more in touch with the public and was much better known toan his more retiring partner.

In December McKee & Harrington made an explanation about the lately contested patent suits, which were filling the bicycle press at the time. They announced that, in their opinion, the Lallement patents were useless, but that they could no longer waste time and capital in putting up a single-handed fight against the Pope Co. The other point they made was that Lallement had

been antedated in America by Mons. Varrecke, a Belgian acrobat, who had appeared here in 1867 and had used a machine similar to Lallement's. Some witnesses swore they had seen this trick wheel, others that they had never heard of it. In an intermission a compromise was arrived at. McKee & Harrington also made it a point to say that Pope had never allowed any test of this Lallement patent to arrive at a final stage in the courts hecause he knew it would never stand crucial investigation; all of which was very creditable to the Pope sagacity. It also seems a self-confession that, had McKee & Harrington had sufficient capital or sufficient belief in the bicycle business, they might have beaten Pope to a finish. This McKee, by the way, was a gentle, likeable, cultured gentleman.

1883.

Overman opened the new year with an advertisement of Harrington's enamel. The allblack bicycle at once carried America by storm, and it raised Overman still higher up the ladder of cycling fame. On New Year's Day also the Brooklyn Bicycle Co. opened, at 169 Clymer street, with George R. Bidwell as general manager. On February 1 Thomas B. Jeffery advertised, offering to sell the testimony of the Pope-McKee suit to any one interested, and also offering to supply information tending to prove that the Lallement patent was public property. This was a strong left-handed blow at Pope. Gormully was probably behind the scenes. No one, however, seemed to care about the matter, and the helligerents themselves seemed to believe that the "peace-at-any-price" policy was the proper one, for shortly afterward we find the Gormully & Jeffery Co. advertising themselves as Pope licensees.

In February of this year Americans looked abroad with interest at the Stanley Show. Nothing startling was shown except weight reduction in Ordinary hicycles and some new trieycle forms, as the Sociable, and so on. In this same month note the entree of A. G. Spalding & Bro., who offered a cyclometer to the cycling public. In March Pope put out the new Columbia tricycle, at \$180; also a racing Columbia bicycle. In these days all the trade announcements were made in the spring, and March and April were days of keen and profound inspection, comparison and cogitation. Other spring announcements were an improved Star, a 36-pound Sanspareil, imported by Clark, and Stoddard, Lovering & Co.'s first announcement of the importation of the Rudge bicycle to Amer-

On May 4 the Bicycling World gravely announced that the Overman Wheel Co. had retained General Butler, then Governor of Massachusetts, as counsel. Colonel Overman, for he also was called "Colonel" by right of natural captaincy, and not through service in the Civil War, evidently scented "trouble ahead." For five years thereafter these two colonels were engaged in a rivalry which was often bitter. If one flew the largest flag in New England over his fac-

tory, as Pope once dld, the other immediately corralled the flag market and went him a few yards better. If one endowed a Hartferd church with a \$5,000 contribution, as Pope once did, the other immediately went him \$5,000 better. And so it went on, all through these five years of strife. Both men cordially hated each other.

On November 20, 1883, the Lallement patent expired by limitation. This, however, in no way affected Pope's hold on the trade, for by this date he was the owner of scores of other patents which enabled him to still retain his strong position.

In November the Butcher Cyclometer was first placed on the market. This, it is fair to say, was the first accurate cyclometer produced. It registered 9,999 miles; but the mest important trade feature, introduced late in the year and widely advertised until 1884, was the two-speed gear, which provided a low speed for hills and a high speed for level surfaces. It created a lot of talk at the time, and was the first faddy novelty pushed in American trade circles.

1884.

A certain few people were very much astonished in January of this year with a view of the Rucker Tandem Bicycle, brought over by the Cunningham Co. This was simply two Ordinary bicycle wheels linked together tandem fashion. A few eccentrics only used this crude form of tandem. The measure of the trade may be taken from the Smith Machine Co.'s spring announcement, in which they say they had planned 3,000 Star bicycles. Of course, Pope far outran that number. In this year-1884-most of the improvements were of a detail order. In January the Overman Wheel Co. created considerable interest by announcing that they had purchased the American rights of the Warwick Hollow Rim, and George T. Warwick, of Birmingham, England, a son of its inventor and manufacturer, came to America to superintend this particular branch of the Overman enterprise. Of course, the hollow rim simply retired the solid rim. This Warwick, by the way, was an inventor of rare order, and a kindly hearted man. He, however, was the kind of inventor who simply enriches the Patent Office. He afterward started the Warwick bicycle factory at Springfield, Mass. Another Overman wrinkle of 1884 was the business of compressing tires into the rims, this being an improved method of fitting the tire. Previously they had been cemented in the rims, and often, when the cement was not of the right quality, the tires became unfastened and the riders very frequently came to grief from this cause. And when the tires of these big, tall Ordinary wheels became loosened, something was bound to happen right quickly, and the wreck was usually a fearful one, both of man and machine.

In February Stoddard, Lovering & Co. imported the Coventry Rotary Tandem. This created a furore. You can see readily that this was a tricycle year. A historic event occurred in this same month, the opening by

the Pope Mfg. Co. of their New York depot, at 12 Warren street, with Elliot Mason, previously the Columbia agent in Yonkers, N. Y., in charge. This is still a cycling depot, a branch of the A. B. C., and Elliot Mason is still manager. Many years thereafter this depot remained the centre of all the high cycling of New York. Here all the members of the best clubs gathered to inspect new machines and to exchange cycling chat. Elliot Mason himself will ever remain a notable figure in cycling history. He was of the quiet, gentle order, never very showy, rather a middle-of-the-road kind of man. By some he was often misjudged, largely hecause he was a Pope man, for the Pope concern always had its coterie of enemies; but those who know Elliot Mason closely knew him to be sound to the core.

In March the Smith Machine Co. created

The First to Exploit the "Safety Idea."



JULIUS WILCOX

a ripple with the Pony Star, this being a small size Star. In this same month, also, George R. Bidwell started in business at 4 East Sixtieth street. Here comes another old firm, Zacharias & Smith, who produced a Star lamp. For years they did business in Newark, N. J., later as Howard A. Smith & Co., and built up a large trade in sundries, and might have made a fortune but for ultraconservatism. In March the Overman Wheel Co. imported the Aeolus ball pedals. These greatly increased the propulsion qualities of the bicycle, and were the best device of their kind at the time and for many a year thereafter. Again, in March, Lillebridge, of Rockford, Ill., introduced the "detachable" handlebar. The beauty of this bar was that as soon as a rider felt he was going to take a header he could detach the bar from the machine and fall with less danger. But the bar had but limited popularity. In April William Read & Sons announced the Royal Mail. an English importation. On May 1 Gormully & Jeffery were in partnership, and had removed to their forever-after quarters in North Franklin street, Chicago. An improved

Duryea saddle was shown during May. In July Gormully & Jeffery turned out a faddy tire. It extended beyond the rim and was of a form to allow it to flatten out when it struck stones or other obstructions. It belonged to the anti-vibration family, but, of course, the flattened-out idea made the wheel slow, and it was not much heard of in its day.

By July the parts business in America had become important enough to inspire an editorial on the proper assembling of parts. In the height of this year, in July, the big firms were Pope, Overman, Gormully, Stoddard, Lovering & Co., William Read, the Cunningham Co., Julius Wilcox and S. T. Clark. Three were makers, Pope, Gormully and Overman, while the others were importers. This was the roster of the American trade of 1884. Late in July reverberations of a patent fight between Pope and Overman are heard. The query was: Pope may have control of the bicycle, but has he a right to impose a royalty on tricycles? In August Pope entered suit against the Overman Wheel Company, claiming infringement on six different patents, all of which were involved in the manufacture of the Victor tricycles. These suits and counter-suits were actively fought in the courts until 1885. The figures involved then had become so vast and the expenses of liitgation had become so great that a truce was made. It was called the treaty of Springfield. At this time, by August, American attention was attracted to the Kangaroo Safety bicycle, a geared Ordinary, manufactured by Hilman, Herbert & Cooper, an English concern. It had a 36meh driving wheel and belonged to that family which included the Facile, the 'Xordinary and the other "dwarfs" of the day. In September William Read showed a Royal Mail Roadster weighing only 22½ pounds, Prince had brought it from England with him. They also cabled for fifty Kangaroos, showing that the Americans were eager for a change, and the first of these machines was shown at the Springfield meet. In October Pope sued Overman for \$50,000 damages on the Bown ball bearing patent. This indicates that the patent suits were no longer child's play, but were beginning to figure in thousands and hundreds of thousands of dollars. We have to glance abroad a moment, for on September 27, in a 100-mile safety road race, R. Cripps made a new record of 7.32.53. This was flashed across the water and led to great interest in the new machine. By the end of 1884 the Ordinary bicycle was pronounced as perfect as it could be made, the only suggestion being that heavier tires might be used on the rear wheel, in order to reduce the vibration. Late in November Stoddard, Lovering & Co. announce a stock of Rudge Safeties; in fact, the public had become tired of the Ordinary bicycle, and were clamoring for something new. Hence every English and American firm planned to either make or import a Safety bicycle for the season of 1885. In N wember, 1884, the Columbia Light Roadster was placed on the

market—39 pounds. On November 8, 1884, the statue to James Starley, England's first bicycle manufacturer, was unveiled at Coventry. Starley started in the bicycle business in 1869, fooled first with a wooden machine, and afterward improved it. His claim to fame was that he made the first all-metal Ordinary bicycle.

On December 12 the Kirkpatrick Hygienic saddle is announced. For the first time the saddle was slit through the seat, "thus preventing pressure on the perineum." This Kirkpatrick saddle was afterward adopted by the Popes, and for years led the saddle procession. With its introduction we heard the first talk about perineal pressure. The average American hadn't the slightest idea that he had a perineum up to this time, but the physicians took it up, and all sorts of dire predictions were made about the dangers of saddle pressure on the perineum. Later we had a whole family of hygienic saddles, including the air-cushion saddle, the cane-seat saddle, the wire-strand saddle and a score of others; and yet the good old leather solid proposition withstood them all.

1885

Overman steps into the market on March 1 with his Victor bicycle (he had previously made tricycles only), throwing down the glove to Pope, and immediately we have two armed camps—the Columbia camp and the Victor camp, with thousands of adherents on either side. We can see now that this competition was the breath of life to cycling. Without it the pace would have been much more snail-like. It is true that the Victor bicycle created quite a sensation; yet American eyes were now fixed upon the Safety for an Ordinary was an Ordinary, after all.

On January 1 the Overman Wheel Co. had opened Boston offices and were for many years after a part of the Columbus avenue crowd, this being at the time the most famons cycling trade avenue in America. Also in this month Gormully & Jeffrey announced the manufacture of an American Safety-a half-lever, half-crank creation. In February Julius Wilcox says in the Bicycling World: "The Safety bicycle will be more and more used," thus proving himself a prophet of no mean order. By February of this year Gormully and Jeffrey had become important enough to step in line with a full page advertisement. At this time a full page meant solidity and imprtance, and on this occasion it heralded the American Challenge, the first bicycle G. & J. had made above 50 inches; later they added the American Champion, a higher grade.

At the beginning of the year the Stanley show was held in London. This show was epoch-making. There were three types of bicycles seen; first, the old Ordinaries; second, the modification of the geared Ordinary, called the Safety, that is, machines of the Kangaroo and Facile types; thirdly, and here is where the modern Safety makes its debut, a number of machines were shown and were referred to as the "dwarf" bicycles. These are types of the modern Safety and of them

all; the Rover was the nearest approach to the Safety as we know it to-day.

On March 1st, Pope planted himself in Chicago, where the great Robert D. Garden eventually shone. During this spring, all the talk was Tricycle versus Safety, the Ordinary being absolutely lost sight of. In March, also, W. B. Everett, a noted Boston cyclist, opened up in Berkeley Squore, Boston, as importer of the Singer cycles. The Singer classed with the Humber, Rudge, Club group, and these were the four leading English makes. In this month, also, the new Columbia tricycle was introduced, and be it noted in passing the Copeland steam bicycle was first shown to the public at this time. It was an awkward machine, but it is worthy of note because this was the first motor bicycle ever shown to the world. In the spring of this year, the Overman Wheel Co. contributed the Duplex Whistle.

One of the Early "Sociables.



MR. AND MRS. W. B. EVERETT "UP"

On Nov. 6th, 1885, the American public saw the first photograph of the Rover Safety. manufactured by Starley & Sutton. The Bicycling World reproduced it as the novelty of the year. In England, George Smith, a great road rider, had smothered all one hundred mile road records on the Royer, doing 7.05.16. This Rover is the Adam of the modern Safety family. Also, Henry D. Corey, then in charge of the Stoddard, Lovering & Co. enterprise, writes from Coventry that two Safeties lead all the rest-the Rudge and the Rover. Incidentally be it noted that "President" L. J. Bates, of Detroit, predicted in The Bicycling World of Nov. 27th that the cyclist would yet make a mile in two minutes, which we now know was a most admirable prophesy. On Dec. 22d, 1885, appeared a notable thing. The Massachusetts Bicycle Club, on the evening of that day, held a carnival at Mechanics' Fair Building, in Boston. Between the races, William A. Rowe, mounted on a Columbia bicycle (Rowe being then one of the best men of the day), circled around the track, accompanied by Pierre Lallement, the latter mounted on one of his original bone-shakers. Thus was the first bicycle contrasted with the latest, and all of Boston applauded. This was the last ever heard of Lallement.

Late in this year, the Cunningham Co. withdrew from business. Theirs had been an honorable career, but the pace had become very fast, and American manufacturers were making the way very difficult for the importer. Cunningham & Co. were the first to realize that the English wheel could never hope to obtain a permanent footing in this country.

1886.

S. T. Clark drops the Club and takes on the New Rapid bicycle. Pope adopts the Kirkpatrick saddle. The types of Ordinary bicycles shown this year, both here and in England, were the final evolution of this kind of machine. They had been lightened to the finest point. Into them had been incorporated all possible grace. They were a marvel of fine mechanics. The very fact that they had reached a finality of patent was, of course, sufficient proof that the dawn of a new era was at hand. In March, 1886, the Pope Company enjoined the Overman Wheel Company, and also the Ames Manufacturing Company, from making bieyeles, and attached them to the sum of \$73,0000. Ocerman retaliated with a suit on the Bown pedal. In February, 1886, J. A. R. Underwood, of Dorchester, Mass., imported the Royer Safety bicycle, this being the first time that the machine was formally marketed in this country.

In June, we have the first cycle show ever held in America. It was a feature of the League meet, held that year in Boston, and was under the management of the Boston Bicycle Club, the principal factor in the business being J. S. Dean. It was called the "Cycleries," and attracted a lot of attention and enthusiasm. Among the exhibitors were the following: Pope, who exhibited Karl Krons' historic Columbia bicycle No. 234: Coventry Machinists' Co.; Gormully & Jeffrey; H. B. Smith; Stoddard, Lovering & Co.; Read; Everett; Western Supply Co.; Underwood; Spalding; Clark, and Overman, The two actual novelties were the Yankee Tricycle, exhibited by E. P. Howell, of Northboro, and a new lever tricycle, by J. G. Donaldson, of New oYrk, both mounts never afterward heard of.

June 25th witnesses the settlement of the Pope-Overman war. It was called the "Treaty of Springfield," and, at the time, it was termed an honorable settlement. The litigation had cost each of these firms ten thousand dollars a year. So favorable an impression had been made by the Starley & Sutton Rover Safety that they took pages in the American bicycling papers and began to put this machine in active competition with American made bicycles.

Some of them were brought over here in 1885—the Xtraordinary, Facile and Kangaroo. As soon as the new machine was tried, it found many adherents. Within a few months Pope and the other manufactur-

ers were rapidly laying the keel of the new type of wheel, and by the next spring they were well on the market. These geared ordinaries dealt the old ordinary bicycle its first blow, and prepared the way for the modern safety or "dwarf" bicycles, first used here in 1887. Of course, the great prime factor in the safety bicycle was the idea of gearing. On the old ordinary bicycle a 52inch wheel was a 52-inch wheel, and each revolution of your pedals sent you 3.14 times that amount forward. But on the safety, with one thrust of the pedals on a machine geared to 70 you shot forth 3.14 times that diameter. In other words, speed was vastly multiplied, and after the safety had been cut in half as to weight, and vastly improved as to sprocket wheels and refined chains and perfected bearings and lengthened head and a narrow wheel vase, and had, in fact, gotten many of the features that we now know, the ordinary bicycle was discarded, and became in time as much of a curiosity as the boneshaker had become. The safety allowed the old man and the heavyweight to ride. The bicycle was deemed rather juvenile. The safety eaught the college professor and the pulpit amidships; it became the vehicle of the sedate as well as of the young and thus all the world was on wheels. Physicians took it up, and all kinds of health curists and hygienists recommended it. It was cracked up as the sure panacea for overwork, for nervousness and mental and physical indigestions. Innumerable pamphlets were written about it. and all kinds of ologists and isists had their innings at the bicycle. All of which helped to still further spread its use.

The life of this journal spans from 1877 to date—twenty-five years. We have already bird's-eye-viewed the American cycle trade from 1876 to 1886, a clean-cut decade, starting with the exhibit of bicycles at the Centennial Exposition, and covering the importation of the ordinary, the establishment of Pope, the introduction of the Star bicycle, the importation of the geared ordinary or first safety type, the introduction and growth of the various forms of tricycles, and, at the end of the first decade we pointed out the debut of the Rover type safety, the safety as we know it to-day.

We therefore start this final era in cycling with the modern type safety, and the big improvements from that day to this have been refinement of the safety until it has come to the lines we know it, and to tire and rim innovation. It is true that there were three several attempts to keep the high wheel in vogue, such as the Springfield Roadster and the Eagle bicycle, but the safety had come to stay, and nothing could succeed in the face of its growing popularity, though the two wheels mentioned, especially the Eagle, were successful for several years.

The keynote of the later era, however, is marked by the introduction of the Dunlop tire in 1888. We hear of an air tire as far back as 1845, when one R. W. Thompson took out patents for a pneumatic tire to ap-

ply to carriages. About 1887 John Boyd Dunlop, a veterinarian, of Belfast, Ireland, became interested in the subject of tires and took out a patent for the pneumatic tire ou October 31, 1888. The first types were 2½ inches in diameter, and, when fitted to the light safety excited universal derision. Dunlop had various improved types of the tire made, and it was ridden here and there by a few enthusasts. It struck its first heavy blow, however, at the Belfast College sports in May, 1889. The biggest man in Belfast, the captain of his club, was "Bill" Hume, and Dunlop induced him, after much persuasion, to mount a pneumatic tired safety in the college races. When Hume came to the mark everybody shouted with laughter, and all kinds of witty and unwitty remarks were poked at him. He finished, however, sixty yards ahead of the best men in Belfast, proving that it was not the man but the tire that had done the trick.

From that time on the success of the pneumatic tire was made. People took it up on all sides, and racing men simply clamored for the new device. It was heard of here and there, but it was not until R. J. Mecredy rode it at a meet held in London that it carried England by storm. In June, 1890, a socalled "Royal" meet was held in London, the Prince of Wales being present for a moment, and a royalty gave away the prizes. In the open mile, R. J. Meeredy, editor of the Irish Cyclist, and a pretty good racing man, won hands down in 2:26 4-5, smashing the English record to smithereens, cutting it several seconds, in fact. Immediately England became pneumatic tire mad, and at the Stanley Show next year, 1891, the feature was pneumatic devices of all kinds.

Mecredy's performance was flashed over here, and Americans used the cables and the steamers to make a connection with the Dunlop tire people. For by this time Henry Du-Cros, a Dublin merchant, had secured control of the Dunlop tire and had organized a company to promote it. Mr. DuCros was a remarkable man, and eventually organized a hundred million dollar controlling company, which allotted Dunlop licenses to every cycle using country on the globe. In fact, he made such combinations in the cycle trade, both by brains and by vast capital, that he held the English trade in the hollow of his hand and fitted Dunlop pneumatic tires when and where he would, fixed a price on all machines shod with the pueumatic, and really helped the English cycle trade, besides enriching himself.

As has been said the entire cycling world was aroused by pneumatics, and every cycle trader with any inventive talent immediately set about to perfect or get around the Dunlop device. In England we had the Clincher. Humber and half a hundred other different types. In America the air tire was received more cantiously and it was much questioned, We had first a large family of cushion tires, led by the arched cushion of the Overman Wheel Co. These had one or two seasons, when the pneumatic finally routed them. At

1.4 h

this period the George R. Bidwell Cycle Co. made the Thomas pneumatic tire, and the Gormully & Jeffery Mfg. Co. came on the market with a corrugated pneumatic and also a single tube, which they termed "an inflated cushion" tire. In 1892 Pope, after first deriding pneumatics and using cushions "plumped" for what is now the Hartford single tube tire. His competitors using double tube derisively dubbed it "hose pipe" and "inflated cushion."

Thus the most remarkable fact in the later era of cycling was the invention of the pneumatic tire. The introduction of the air tire marks a distinct line between all that was in cycling. The pneumatic tire made any kind of road ridable, and reduced vibration to the mnimum. It gave us an entirely new set of records, enabled the average man to ride much faster than he ever did before, and, altogether, it gave cycling a new and extraordinarily vital lease of life.

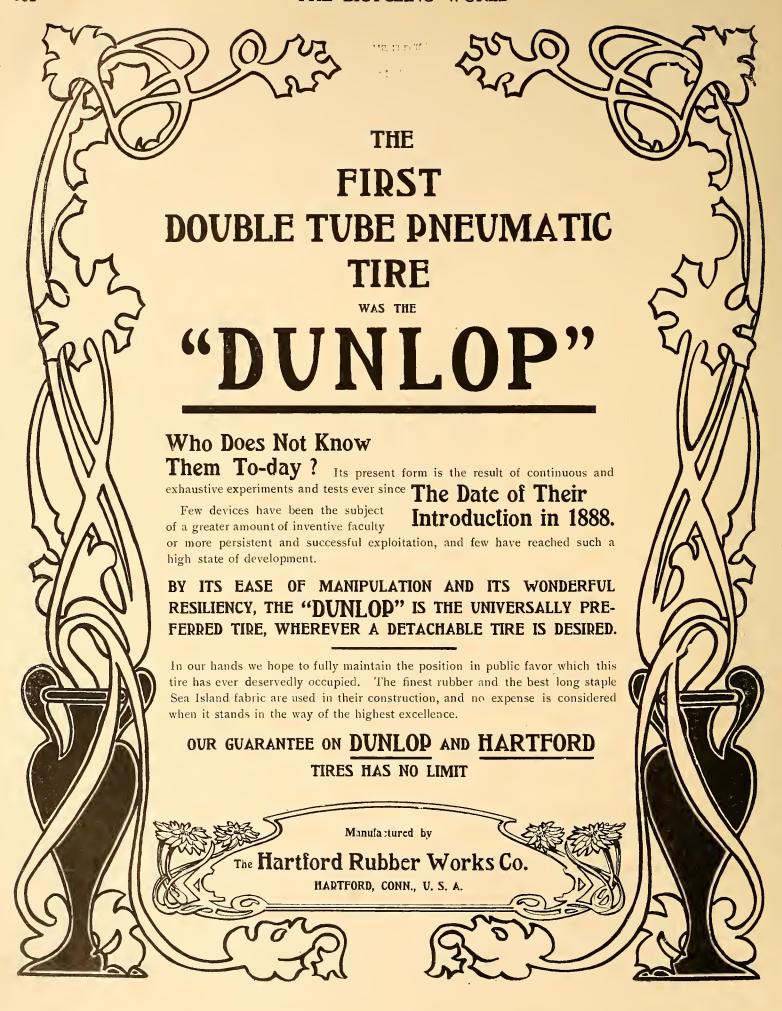
The splendid impetus given cycling by the pneumatic brought us up to the boom days of 1894, 1895 and 1896. In 1893 society took up the wheel, and this fact was heralded all over the country. This induced the million and none nonentities who ape society to go in for cycling, and outside of every summer home a cycle was shown on the lawns as a matter of course, and every family of means had a cycle stable.

But the great boom was caused by the fact that the so-called common people took up cycling. It might even be said that every active human being in America took up the sport

The world went cycle mad. The industry appeared an Eldorado and men fell over themselves in the wild rush to get into the business. Then came the return of public sanity and of normal conditions and with it a bad reckoning for many in the trade.

When the reaction set in cycling simply went to smash, and left a trail of failures behind it that would fill a book. By the dawn of 1897 the trade men said to one another: "Surely there will be a revival": but no revival came; therefore 1897 swept away further weaklings. In 1898 a revival was talked of again, but it never appeared. By this date a complete state of sanity had dawned on the trade, and economic administration was the order of the day. Factories were dismantled, condensed and reduced. It was the same with the selling forces-in fact, the making and selling systems were reduced to the minimum. Necessarily prices had been cut, and this could not very well be enhanced again. Thus was cycling reduced to a staple business, with no fancy profits and with a limited demand.

From that time to the present date cycling has continued on its even way, the only ripple being the organization of the American Bicycle Co. It might be well to say that in the general opinion no cycling boom is ever again expected, although those who have an eye cast very far to windward see great possibilities in the motocycle.









...THE...

George N. Pierce Company's

CONTRIBUTIONS TO THE

CYCLE INDUSTRY:

- 1898. Introduction and development of the Cushion Frame.
- 1900. Origination of the Cushion Frame Chainless and application to it of the Hub Coaster Brake.
- 1902. Origination and introduction of Pierce Spring Forks.
 - 1903. Development of the rocker bearing on Cushion Frame Chain Cycles.

This record confirms this Company as the pioneer in comfortable cycling.

THE "PIERCE" AS A RACING MODEL.

Frank L. Kramer on a Pierce Racer has won the National Championship in his class in 1898, 1899, 1901 and 1902.

THESE FACTS CONFIRM PIERCE CYCLES AS THE LEADERS AMONG HIGH-GRADE PRODUCTIONS AND NO DEALER IN THIS CLASS CAN AFFORD TO BE WITHOUT A PIERCE AGENCY.

The George N. Pierce Company

BUFFALO.

NEW YORK.

DENVER

OAKLAND.





The Pioneers of the Retail Trades

It is peculiar how cycling and the retail cycle trade took root—peculiar in that the seed of both was first planted on the two extreme edges of the continent, nearly 3,000 miles apart, in Boston on one side, in San Francisco on the other. The first two clubs were in Boston, the third in 'Frisco. The



E. G. LATTA

sale of bicycles was first undertaken in Boston and next in San Francisco.

When Frank W. Weston had established the firm of Conningham, Heath & Co., in the Hub, and it became necessary that they should have agents, G. Loring Cunningham,



W. D. WILMOT

of San Francisco, was the first one appointed in 1877; he therefore ranks as the first American cycle dealer. He continued in the business for several years thereafter.

Naturally, retail establishments did not multiply very rapidly. The dealer or agent of that day worked for love rather than for money, his overflowing enthusiasm seizing

upon anything that would increase the intimacy of his relations with the wheel. Besides, he was a violent partisan of the machine he rode, and the proselyting instinct awakened in him and urged him to make converts.

In November of '79, this list of bicycle agents was published: Western Toy Co., New York, N. Y.; Hill & Tolman, Worcester, Mass.; G. L. Cunningham, San Francisco, Cal.; E. A. Rickard, Denver, Col.; H. S. Owen, Washington, D. C.; H. B. Thompson, Pittsburg, Pa.; W. W. Seymour, Detroit, Mich.; H. B. Hart, Philadelphia, Pa.; John M. Fairfield, Chicago, Ill.; George & Fiske, Amherst. Mass.; R. A. Fairfield, Biddeford, Me.; Fred A. Fielding, Lowell, Mass.: W. W. Clark, Fitchburg, Mass.; E. C. Churchill, Providence, R. I.; J. Y. Clark, Trenton, N. J.;



ELLIOTT MASON

T. W. Lawford, Baltimore, Md.; H. M. Quackenbush, Herkimer, N. Y.; Bridgman & Gay, Haverhill, Mass.; Slafter & Clement, Minneapolis, Minn.; J. C. Thompson, New Haven, Conn.; Simmons Hardware Co., St. Louis, Mo.; J. L. Hunt, Indianapolis, Ind.; Wagoner & Bentley, Cincinnati, Ohio; T. B. Stevens & Bro., Cleveland, Ohio; James Letfell & Co., Springfield, Ohio; Elliott Mason, Yonkers, N. Y.; George R. Bidwell & Co., Buffalo, N. Y., William C. Rhodes, Johnstown, Pa., and O. W. Thomas, Jr., Louisville, Ky.

In 1881 the list had naturally been extended considerably, the Columbia catalogue of that year giving the following as their principal agents: Benoit & Blesser, Appleton, Wis.; A. E. Swartout, Auburn, N. Y.; M. G. Dick, Ashtabula, Ohio; W. B. Mumford, Adrian, Mich.; Robert W. Robertson, Augusta, Ga.; David N. Nevins, Attleboro, Mass.; John L. Smith, Andover, Mass.; W. G. Paddock & Co., Albany, N. Y.; Frank L. Bates, Albion, N. Y.; R. A. Fairfield, iBddeford, Me,; A. W. Childs, Bratlteboro, Yt,;

C. A. Schladermundt, Buffalo, N. Y.; Fred B. Wells, Boone, Iowa; George E. Styles, Burilngton, Vt.; Hincks & Johnson, Bridgeport, Conn.; H. A. Marlin, Bradford, Pa.; S. T. Clark, Baltimore, Md.; H. H. Good, Bellefontaiue, Ohio; Crocker & Ogden, Bingham-



A. W. GUMP

ton, N. Y.; Allison Bros., Cherokee, Iowa; John M. Fairfield, Chicago, Ill.; B. Kittridge & Co., Cincinnati, Ohio; Davis & Hunt, Cleveland, Ohio; C. H. Judson, Council Bluffs, Iowa; Waggoner & Krag, Columbus, Ohio; J. J. Mosher, Canandaigua, N. Y.; J.



ALEX SCHWALBACH.

C. Weaver, Charlotte, N. C.; E. Bliss, Cedar Rapids, Iowa; E. L. Davenport, Canton, Pa. A. Dump, Chillicothe, Ohio; L. M. Beebe, Charleston, S. C.; A. J. Denison, Clyde, N. Y.; W. W. Seymour, Detroit, Mich.; J. N. Richardson, Danville, Ky.; G. E. Hannan, Denver, Col.; Gump Bros., Dayton, Ohio; Gilcrest & Murphy, Des Moines, Iowa; H, E. Tredway. Dubuque, lowa; Frank Nearing, Elmira, N. Y.; J. Hay & Sons, Easton, Pa.; W. B. Vance & Co., Erie, Pa.; W. C. Macklin, Frankfort, Ky.; C. S. Cornwell, Fond du Lac, Wis.; W. D. Wilmot, Framingham, Mass.; C. W. Edgetton, Fort Wayne, Ind.

Foster, Stevens & Co., Grand Rapids,



FRED T. MERRILL

Mich.; F. W. Basche, Green Bay. Wis.; J. E. Mason, Galveston, Tex.; George F. Haskins, Galva, Kan.; W. E. Norris, Helena, Mont.; Weed S. M. Co., Hartford, Conn.; G. A. Griggs, Hornellsville, N. Y.; C. P. Heywood, Hannibal, Mo.; N. Rockhold & Son, Hillsboro, Ohio; Charles Meyer & Co., Indianapolis, Ind.; Pryce & Schell, Iowa City, Iowa; Tabor & Tabor, Independence, Iowa; Frank Merz & Co., Jamestown, N. Y.; Shanafert & Kuert, Kenton, Ohio; H. Beddo, Louisville, Ky.; H. C. Hoag & San, Lockport, N. Y.;



GEO. COLLISTER

Dyer & Co., Lawrence, Mass.; Martin Rudy, Lancaster, Pa.; W. C. Furrey, Los Angeles, Cal.; Perrin Bros., Lafayette, Ind.

Slafter & Clement, Minneapolis, Minn.; J. B. Rose, Millville, N. J.; C. F. Hurd, Medina, N. Y.; L. M. Richardson, Milwaukee, Wis.; J. H. Nelson & Co., Murfreesboro, Tenn.; Stewar & Foster, Muncie, Ind.; S. T. Carnes & Co., Memphis, Tenn.; J. B. Varick, Manchester, N. H.; William Sibley Truax, Madi-

son, Ind.; A. S. Burnell, Marshalltown, Iowa; G. W. Stratton, Macon, Ga.; Gilman Bros., Nashua, N. H.; F. H. Benton, New Haven, Conn.; Fred N. Thayer, New Orleans, La.; E. I. Horsman, New York, N. Y.; J. B. Platt, jr., Norfolk, Va.; Healy Bros., Newburgh, Ohio; Charles R. Buts, Norwich, Conn.; V. L. Cunnyngham, Nashville, Tenn.; S. K. Stanley, Norwalk, Conn.; J. T. Joslin, Newburgh, N. Y.; C. F. Chaney, New London, Conn.; John A. Williams, New Britain, Conn.; C. C. Richards, Ogden, Utah; N. I. D. Solomon, Omaha, Neb.; Renfro Bros., Opelika, Ala.; Underwood & Tenney, Orange. Mass., J. A. Hamilton, Orangeburg, S. C.; James McCarthy, Oswego, N. Y.

H. B. Hart, Philadelphia, Pa.; E. J. Wariug, Pittsburg, Pa.; Curtsis & Griffin, Plainfield, N. J.; Lodwick & Dunlap, Portsmouth. Ohio; A. N. Shaffer, Poughkeepsie, N. Y.; Charles H. Handy, Providence, R. I.; George W. Rouse, Peoria, Ill.; C. A. Hazlet, Ports-



H. T. HEARSEY

mouth, N. H.; L. L. Atwood, Pittsfield, Mass.; C. H. Lamson, Portland, Me.; G. W. Gale, Parkersburg, W. Va.; F. A. Griswold, Rochester, N. Y.; H. G. Rogan, Russellville. Tenn.; J. M. Odiorne, Richmond, Me.; C. P. Buchanan, jr., Richmond, Ind.; Arland H. Allen, Red Wing, Minn.; G. W. Fulton, jr., R. ckport, Tex.; J. C. Brewster, Raleigh, N. C.; Barnes & Davis, Salt Lake City, Utah; Edw. Steves & Son, San Antorio, Tex.; Osbern & Alexander, San Francisco, Cal.; D. E. Barnum, Springfield, Ohio; Woolsey & Sons, Selma, Ala.; C. R. Smith, St. Paul, Minn.; Charles C. Smith, Syracuse, N. Y.; T. J. Trimmier, Spartanburg, S. C.; O. Kernodle, Sedalia, Mo.; Will C. Johnson, Sidney, Ohio; J. Van Eps, Somerville, N. J.; Smith Bros., Springfield, Ill.

M. F. Richards, Toledo, Ohio; Chas. Baur, Terre Haute, Ind.; E. W. Risley, Tucson, Arizona; J. H. Isham, Titusville, Pa.; J. L. Keller, University, Va.; James H. Gilmore, Utica, N. Y.; H. J. Foulks, Vincennes, Ind.; H. I. Carpenter, Washington, D. C.; Wm. A. Bacon, Wilmington, Del.; J. G. Carpenter, Wilkesbarre, Pa.; Hill & Tolman, Worcester, Mass.; Hoge & Co., Wheeling, W. Ya.;

J. Howard, Williamsport, Pa.; Samuel Crandall, Westfield, N. Y.; W. D. Packard, Warren, Ohio; Wm. Shakespeare, Waltham, Mass.; Trader & Co., Xenia, Ohio.

Some of these and of others who came afterward, many would later have been termed "curbstone agents." Their stores



PRINCE WELLS

were "in their hats." They dealt in bicycles "on the side," though many of them in the course of fime, underwent the chauge that turned an avocation into a vocation. This was particularly true of the towns and villages; there agents sprang up like mushrooms, and it seemed at times as if every make of machine was represented by some one.

In the list given above, it will be noticed that there are few who have survived, that is have been in the business continuously



J. FRED PROBST

during the twenty-five years that have clapsed. Of these we find H. B. Hart, the Philadelphia veteran, now, as then, located on Arch street, but at present being across the street from the historic No. S13. That other "grand old man," Elliott Mason, still survives, but not at Youkers as of old. New York early claimed him, and for twenty years he has held forth at 11 Warren street, and bids fair to do so for many more. The

Simmons Hardware Co, complete this trio, being still located, of course, in St. Louis.

On the eve of entering upon the penultimate decade of the last century, accessions to the ranks of retailers came more rapidly, and many of them proved to be better stayers than those just referred to.

A cursory survey of those who came into



R. H. ROBSON

the field at or about this time bings us to those friendly rivals, Rouse, Hazard & Co., and A. W. Gump & Co., of Peoria, Ill., and Dayton, O., respectively. They go back to 1879, and for a number of years both firms made a specialty of dealing in second hand wheels; as Mr. Gump put is in a recent tetter, the Peoria concern was his firm's "only competitor in buying up all the high wheels in the country." G. W. and Harry G. Rouse comprised the Peoria firm. The latter died much lamented about two years ago, after undergoing business reverses. Mr.

Gnmp is still at Dayton in the machinery and antomobile business,

The name of E. G. Latta of Friendship, N. Y., is one that revives many memories. Scnior member of the firm of Latta Bros., he probably has taken out more patents on cycles and parts than any man in America. Latta Bros. began as retailers in 1879, and for the last twenty years have made and sold bicycles to the trade.

In 1880 Fred T. Merrill, born in Maine. went to the Pacific coast and commenced to sell bicycles in Portland, Ore. Beginning with the Columbia agency in that year, he prospered and built up a big trade, and has been in the business ever since. Both Merrill and Wells were trick riders. At Louisville, Ky., Prince Wells, another survivor, made his debut at the same time. Almost contemporaneously Alex. Schwafbach hung out his sign in Brooklyn, and has followed the industry faithfully in its ups and downs ever since. R. H. Robson at Salem, Mass., and George Collister at Cleveland, O., date from 1881, while W. D. Wilmot, first at Framingham, and now at Fall River, Mass., and Lincoln Holland at Worcester, Mass., join them in making a quartet of survivors.

Harry Hearsey started in business for himself only in 1885, and is still a fixture there. But he was for seven years with the Cunnigham firm in Boston, starting with them on Pearl street in 1878.

The additions made to the ranks of retailers, both bona fide storekeepers and "surbstone agents," in 1881, were many. The proportion of survivors does not show any material increase, however. Out of a list of nearly 150 names selected and given etsewhere in this issue, it is doubtful if more than a dozen can be found who, are still identified with the retail trade.

Among these we pick in addition to those

already mentioned, the names of three New Englanders, J. B. Varick, Manchester, N. H., and Dyer & Co., Lawrence, Mass., and Wm. Shakespeare, Waltham, Mass. In the West, G. E. Hannan, Denver, Col., Foster, Stevens & Co., Grand Rapids, Mich., A. Dump, Chillicothe, O., and Davis Hunt (with whom Geo. Collister was), Cleveland, O., were 21



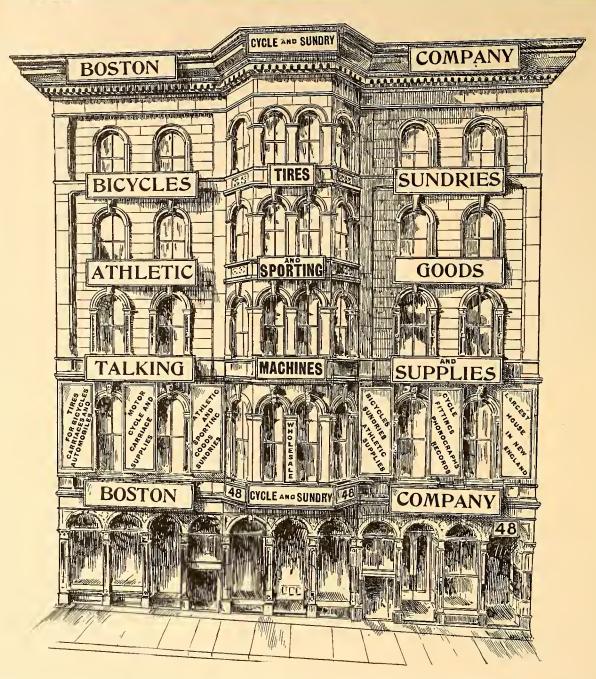
LINCOLN HOLLAND

years ago, as now, active retailers, as was one middle states representative, Crocker & Ogden, Binghamton, N. Y. J. Fred. Probst, Terra Haute, Ind., came in about this time, and still exists. About this time, too, L. C. Havener, Worcester, Mass., succeeded to the business of Hill & Tolman, Worcester, where he still holds forth.

After 1881 it was as the deluge to a downpour. A steady stream of retailers poured in, until its force became almost torrential. Riders and agents came to be almost synonomous, and any enumeration would be superfluous.



CUSHMAN & DENISON, Manufacturers, 240-242 West 23rd St., New York.



HE above cut is our NEW WHOLESALE HEADQUARTERS, where will be found the largest stock of supplies east of Chicago.

We have always lcd in TIRE values, and our bargains this year are on the following well known brands: KANGAROOS, FENWAY, RARITAN,

COLONIAL, MONITOR and NEW YORK. Large buyers correspond with us on

the above; also on Pedals, Lamps, Motorcycles, etc.

BOSTON CYCLE & SUNDRY COMPANY,

J. M. LINSCOTT. Mgr.

Retail Stores: 7 Hanover Street.

Wholesale Headquarters, 48 Hanover St., Boston.

Racing; From a Sport to a Business

Let us talk familiarly about racing, glanc- track being specially prepared for bicycle lng back to the old days when there was no fine-lined 100-geared safety bicycle, no lifegiving pneumatic tires, no motor-pacing and no banked track. Let us hark back a quarter of a century to the good old days of the gentleman amateur, of the man who worked hard all week, and then donned his racing togs of a Saturday afternoon to compete at the country fair, where he took bis place between the trotters, and did his best to make a farmers' holiday. Those were the days of Pitman, the perennial "Pit," the days of Stall, Dean and Lewis T. Frye, the first American amateur to turn pro; also the days of Llwellyn H. Johnson, Gideon, Ahl and Harry Corey, Further still, they were the halcyon times of Frazier, Hendee and Billy Rowe. But we might go on and extend the roll of honor of the race path almost indefinitely. In glancing over the history of racing superficially, in taking a hasty survey of the days that were, each of these men shall crop up and serve his turn.

While Stanton and Wright and several others of lesser fame had given racing exhibitions indoors, the first genuine race in America was a three mile event, held by the Harvard Athletic Association on the Beacon Park track, Boston, May 24, 1878. It was won by C. A. Parker '80, in 12.27, with F. E. Cabot, '80, second by half a wheel. There were five Harvard men in the event. This race clearly antedates the one at Brockton on July 4, 1878, which was won by Will R. Pitman and which is so persistently heralded as the "first race." In November W. D. Swan made the track record of 3:49, although George R. Agassiz had on the circular roadway around the Boston reservoir covered the distance in 3:21½ in a club race.

It is a long pull from the 3:49 mile of 1878 to the 1.223-5 of Major Taylor, made at Chicago in August, 1899, and we propose to roughly point out how this marvelous advance was accomplished. This reduction of records was achieved through improvements in track, improved machines, pacing and "training." For the first few years of racing the men competed largely on trotting tracks, which were not prepared in advance for the then new kind of sport. But in 1882 we find a track specially adapted for bicycle racing, nothing less than a board track, constructed in the New-England Institute Fair building at Boston, and on this path, on April 5, 1882, Ralph P. Ahl, a sturdy Boston rider, first rode a mile under three minutes, being, in fact, the first man in America to do it, his time being 2.58%. Another step forward was made at Springfield in September, 1882, when the record was cut by H. D. Corey from 2.58% to 2.51 4-5, at Hampden Park, Springfield, the racing. For the first time wheelmen found a clay track as smooth as a board. Then again we must note that Frank Moore, a fast English amateur, came over in the fall of that year and woke the Americans up. He also brought with him a racing machine weighing perhaps 26 pounds. This also helped. The next year, in October, 1883, we find Frazier, and the then marvel, George M. Hendee, doing 2.501/8 and 2.50 at Springfield, the track this year being in better shape than ever. Also note that Frazier and Hendee were both in the employ of cycle firms, and had gotten themselves into the very best shape. Here we have a sample of

First American to ride One Mile in Less Than Three Minutes.



RALPH P. AHL.

the first "makers' amateurs," so called because they derived revenue from the makers and rode for advertising purposes,

In 1884 an English marvel visited us, one Sandy Sellers, the speediest amateur of England. He had made ducks and drakes of all the English cracks, and he came over here with a party of Englishmen. At Hartford he rode a mile in 2.39, which was Indeed a very great cut, nothing less than eleven seconds. Next year, in September, at Springfield, we are to note the advent of Henry E. Ducker, the greatest race meet manager that bicycling has ever produced. Inside the Hampden ark track he built a brand new half-mile bicycle track, somewhat banked. Before the race meet, all the stars who had gathered there were making marvelous trials, and at the meet itself R. Howell, one of the greatest ordinary racers the world has ever seen, made a mile in 2.35 3-5. In a subsequent time trial, on September 28, 1885, he further cut the record to 2.312-5, and this was the best record made that year.

In 1886 the two stars are Rowe and Hendee, Hendee the pet of Springfield and Rowe the pet of Lynn. Hendee was a Victor man, with the backing of Overman. Rowe, a Pope man, was brought out to defeat the Springfield pet, which he eventually did. Hendee was a tall, graceful chap; Rowe was built like a bullet. In 1886 Hendee, in a time trial at Springfield, September 19, made a record of 2.31, while on October 22 of the same year Rowe wiped out his figmres, doing 2.29 4-5. In this month of October, 1886, Rowe was probably in better form than any other racing man in the world. On the day mentioned he made three several time trials, and when the sun went down he had swept the old records off the slate. Remember, that while doing this he was not paced, for those who started to show the way were quickly passed, and Rowe sprinted ahead like a demon, shaking his head with merriment to those who were shouting encouragement. This record stood until September 15, 1890, when Willie Windle, at the Peoria meet, rode a time trial in 2.253-5. This is the last great ordinary mile ever ridden, and will remain on the tables for all time; for by this year the safety had asserted itself, and the ordinary bicycle was very shortly afterward consigned to the things that had been.

In glancing back over the history of the first ten years of cycling, we may note a very remarkable performance. For instance, in 1880, when the English mile record was 2.41 3-5, held by Cortis, Richard Howell rode the last mile in a 20-mile race in 2.353-5, and set the entire racing world by the ears. Howell was, of course, the best man in England, but on this particular day he surpassed himself, and probably never again was in the same form. In the history of ordinary bicycle racing six names will ever stand out. They are: Richard Howell, English professional; H. L. Cortis and Percy Furnival, English amateurs; W. A. Rowe, George M. Hendee and Willie Windle, American amateurs. If there ever was a best ordinary bicycle rider in the world, the selection is narrowed to these six

1879.

Up to 1879 there could practically be said to have been no racing in America. To be sure, there were here and there a few isolated events, as mentloned above, but no attention was paid to the sport during 1877 and 1878. In the latter part of 1879 Jack Keen became prominent in American racing annals. This man Keen at the time was England's greatest professional, and he came over to America to repair his fortunes. His riding form was absolutely perfect, and wherever seen he was wildly applauded. No other man in the country had as good a machine as had Keen, nor could any of them ride with a scintilla of his grace and speed. He first showed himself on November 10 at Boston, in a 50-mile competition with David Stanton, Keen winning in 3h, 10m, 1s. Stanton, be it remembered, had been touring the country giving racing exhibitions since the Centennial Exposition. This was the first time the two men had met. The track was a miserable eight-lap thing, covered with a tent. In New York also, during this same year, races were held at Gilmore's Garden and at Mott Haven. Here, at Mott Haven, on the banks of the Harlem River, opposite 145th street, the New York Athletic Club bad bnilt the first einder path laid down in America, and they were the first organizatlon to foster athletics and cycle racing in America. The stars of this event were L. H. Johnson, of the Essex Bieyele Club; William M. Wright, the New York rider, and W. S. Clark, of the New York Bicycle Club. Johnson eventually became the American champion, and was in the bicycle business for many years. Wright was the first New Yorker who had brought a foreign bicycle to America, and he afterwards opened a store, first at Fulton street and Broadway and then at 791 Fifth avenue.

Meanwhile, glancing abroad, we see a novel competition, nothing less than two challenge races between Jack Keen and H. L. Cortis—Keen the darling of England, Cortis the pet of the amateur world. This Cortis in his day was miles ahead of any other English amateur. He succeeded in placing the record at 2.413-5 when Americans were still riding their miles in 3.20. The year that Cortis made his record he was unbeatable, in fact no amateur in England could even extend him.

1880.

The season opened on June 5, at Providence, R. I., where one Thurber, a sixteenyear-old boy, won the ten miles in 40.41. In July the Capital Bicycle Club, of Washington, attracted 5,000 people to witness sport around the Iowa Circle. On July 5, 12,000 Boston people gathered on the Common to see the first races held under the auspices of the City of Boston. C. W. Sewell won the mile in 4.01, while Pitman, then a Boston man, accounted for the half-mile and two-mile events. Right here Pitman started in to make history. He was protested as not being an amateur, but the judges decided that he had been reinstated. And from that day to this Pitman has continued to make history. The files of The Bicycling World mention him perhaps a thousand tlmes, sometimes favorably, oftentimes unfavorably. Looking back, it would seem that the feeling against old "Pit" was hardly justifiable. While he is now one of them he then simply had the misfortune of not dovetailing with the Boston cycling crowd, who formed an artistocracy by themselves. Up to this time, in 1880, there was no such thing as an amateur definition, save a nebulous structure created by the Boston

B. C., apparently to cover Pitman's case. But at the League meet held at Newjort that year, an amateur definition was adopted, the L. A. W. taking over bodily the rule of the National Association of Amateur Athletes. In fact, for many years, all bicycle races were under the authority of that body.

In this same year we also hear the first mention of W. W. Woodside; poor old "Woody," the most popular professional of his day. He appeared at a two-mile handicap held under the auspices of the Elizabeth Athletic Club of Elizabeth, N. J. From the 60 seconds' mark (they handicapped in seconds in those days) he won in 8.221/2. Later Woodside joined the Mauhattan Bicycle Club, of New York, and for a year or two was a famous amateur. Still later be went to Ireland and annexed some Emerald Isle championships. Then for a decade thereafter he was among the most notable professionals of America, being largely mixed up with the Eck-Morgan-Temple aggregation. In the height of his career he was carried off by typhoid, to the regret of thousands of American cyclists.

The notable events of the path were: In Eugland, Keith-Falconer, a Cambridge college man, won the mile championship. Later Fred Cooper, in a match race, beat Keith-Falconer at Cambridge University grounds in 2.46. This was another specially sanctioned race, between professional and amateur, these men at the time being the flowers of their respective classes. In our own country, in August, the New York Athletic Club offered a prize to beat the two-mile English amateur record of 5.363-5. It was not beaten. At Sacramento, far off from the centre of racing, a Miss Lizzie Baymer competed against a horse, this being the first offense of this kind. The lady withdrew on the second mile, because they had substituted a fresh horse, so saith the chronicle.

In October, at the Manhattan Polo Grounds, 110th street and Fifth avenue, afterward the chief arena of the American baseball game, August Belmont, then the chief spirit in polo, offered a cup for a bicycle race. At Worcester, on September 7, America sees its first racing wheel, the mount of E. C. Walker, an Englishman then residing at Chelsea; but even with this advantage Walker had to take second place to Johnson and Louis T. Frye, who were the stars of the meet. This is the first mention we have of Frye. Later he was an American record holder, and, as stated above, was the first American amateur to turn professional. His first essay as a "pro." was against Jack Prince, and he ran the veteran within an inch of his life. At the time there was quite a hubbub about the race being "fixed," this being the first sample of this sort of thing to which America had been treated. In a subsequent event Prince again defeated Frye by a very small

In August of this year the historic grounds

of the Williamsburg Athletic Club were opened in the Eastern District of Brooklyn. It was upon these grounds that Harry Hall, Ed. Pettus, W. H. Austin, Kluge and a number of other local metropolitan stars first won their laurels. On September 23 the first flying start mile is recorded, the novelty being due to Professor Rollinson. The Professor was a fancy rider and racing man, a great figure at the country fairs and a strong man against the three-minute trotter.

Looking abroad again we see some notable things. At Surbiton, on September 2, the first attempt to ride twenty miles in an hour. Was not this a red-letter day for cycling? It was a case of Cortis vs. the scythe-bearer, with C. E. Liles, a notable English racing man and good fellow, helping. One Griffiths was also concerned in this trial. Nearing the finish, Cortis fell over Liles, leaving Griffiths to go on alone and finish 19 miles 1,200 yards in 1h, 38 2-5s.

Harking back to America again, late in October, we see Dean, the wonderful J. S. Dean, record breaker, champion, clubman, promoter of the first cycle show, editor of The Bicycling World and for ten years a writer and teacher on cycling topics, doing twenty miles in 1.45.21 around the Beacon Park trotting track. Also at Washington comes another notable name, that of Herbert S. Owen, who did his little mile in 3.13. This Owen is notable for four things: First, for an exceeding kindliness, generosity and delicacy of spirit, Owen will stand with the highest; secondly, Owen was the first man to ride down the Capitol steps at Washington on an ordinary bicycle; thirdly, Owen was the first man to take a number of men and drill them as a cycling team; fourthly, Owen was the first American to make a ladies' bicycle. His attempt is now resting in the Smithsonian Institute at Washington. Pages could be written about this Washington man. He was the spirit of cycling life at the Capitol for ten years. 1881.

In June the ball is opened by the Hartford Wheel Club, at Charter Oak Park, afterward become a historic centre of cycling. At this meet the miles ranged from 3.17 to 4.19, and no afterward famous man developed. It was simply a little home meet. The cracks had not yet got started for the year. On August 4, at Utica, one C. II. Metz captured a mile in 3.24, never dreaming that on May 31, 1902, he would fly over that eventful Staten Island course on a motor bicycle at a fifty-mile an hour pace. Also in this year dawned upon the racing world one Elsa von Blumen, the female racer, to be known from ocean to ocean for a decade thereafter. Buffalo stepped in line this year with a meet on September 14, with no stars shining. On September 24 Louis T. Frye, the hardy Marlborongh, Mass., rider, won a mile in 3.23 5-8. establishing a record for the Beacon Park track. On September 21 the track at Waverly, N. J., first felt the pressure of the rubber tire. Ten thousand people were there. The honers went to William Woodslde, George D. Gideon and A. G. Powell. At this period Gideon and Johnson disputed honors. A. G. Powell was regarded as a comer; in fact, the papers of the time speak of him as being the most likely on the path. At this Waverly meet we see the first public exhibition on the race path of fancy riding, the machine being the Star bicycle and the rider E. Burns, of Smithville, N. J., the home of the Star and the town which afterward gave us the wonderful Charlie Frazier and the more than wonderful George E. Weber.

On October 7 Dayton, Ohio, contributes a splurgy sort of a meet. On October 1 A. B. Rich, a Staten Islander, who was afterward to reap many honors on the path, first appeared at the Williamsburg track, riding second in a two-mile handicap. On October 4 Springfield held a meet on the Hampden Park track, a rough-turfed troting circuit, with nothing notable doing. On October 6 the League races were held at the Polo Grounds. The one-mile championship went to Louis T. Frye in 3.121/2; Woodside, 3.183/4. The two-mile championship was annexed by one William Smith, of England, never to our knowledge afterward heard from-a common name that, Smith; time, 6.351/4. Johnson ran second and Woodside third.

Pause for a moment now, and witness the debut of W. J. Morgan, on October 11, at St. Catherine's, Ontario, when the doughty Welshman flashed over the mile in 3.50. This Morgan wrote his name large on cycle racing history forever thereafter. He was a combination racing man, press agent, manager and generalissimo. If Eck had never been born Morgan would have been the topnotcher as a behind-the-scenes man in cycle racing. Later, this "Senator" W. J. Morgan became a press man, first in cycling and afterward in automobiling, and he is now nationally well known and well liked.

Few people who have met W. W. Stall, the tall Bostonian one-time cycle trader, ever knew that in 1881 he was a racing marvel, breaking records both long and short distance, annexing championships, climbing Corey Hill, and doing all sorts of wonderful bicycle feats. Yet all this he was, and more, and for three years he was the most invincible man in and about Boston and elsewhere when he chose to go outside the home circle. At the time mentioned he negotiated ten miles in 36.22-record. Second to him ran J. S. Dean. At the American Institute, at Sixty-fourth street and Third Avenue, in those days the "big building" of New York. Gideon won the fifty-mile American amateur championship in 3.13.081/2,

In June, Howell, Cooper and Keen had it out. This man Fred Cooper came to Springfield in 1885. He was a tall, good-looking Englishman, of graceful mien and of immeasurable limb. He sat his wheel perfectly and was the beau ideal of English professionals. On the date mentioned, Howell showed the way to both Cooper and Keen, in 2.54 and in 2.52. At Wolverhampton, in late June, Howell, at scratch, won the handicap

in 2.52, and the championship in 2.54 2-5. On July 19, at Leicester, George Lacy Hillier won the mile and five-mile amateur championships, the former in 3.11 2-5. This Hillier afterward made the record and championship tables his personal property, and was hailed throughout England for many years thereafter as the "Champion of All Distances, Bicycle and Tricycle, 1881."

1882.

This year starts off with a novelty, nothing less than a race between the leading American amateur, Frye, of Marlborough, and C. D. Vesey, of the Surrey Bicycle Club, London, one of England's fastest men, holder, in fact, of the 100-mile record, and with a mile record of 2.58. Frye had no long distance honors, and his fastest mile was 3.12½. In the ten-mile race held at the New England



JOHN. S. PRINCE

W. J. MORGAN

Institute Building, at Boston, on the night of January 14, the crowd went crazy when Frye won in 35.441/2; Vesey, 36.10. Frye rode the last mile in 3.10½. At this same meet "Happy Jack" Keen showed a flying start mile in 2.51, Prince trailing him to the finish in 2.54. The two went at it again for ten miles, Keen doing 33.03 and Prince 33.05; the last mile in 3.05. Frye and Vesey were at the time the two fastest amateurs on American soil, while Keen and Prince were both performers of the highest rank, both as to speed and style. This may be considered the first really high class racing ever held in America. On April 6, in this same building, R. P. Ahl was the star, winning his heats in 3.05%-a record; Gideon running second in 3.08. The final was captured by Ahl in 3.01%.

On April 8 we come across a red letter day, or rather a red letter night, for at this same building R. P. Ahl accomplished the marvellous feat of riding a mile under three minutes. This had been talked about for two or three years, and all America was interested in the performance, not alone cyclers, but horsemen, for they saw the cyclist approaching the trotter, and the were much concerned over the possibility of "the steed of steel" surpassing the steed of bone and blood. It was in a mile handicap that Ahl first shattered three minutes, doing 2.58%. In heat two he shaved this down to 2.58%. At this same meet Elliot Norton, a Harvard College man, won a two-mile heat in 6.12. Elliot Norton was then and thereafter a notable college racing man. Another good man showed on April 29 at the same rendezvous, J. A. R. Underwood, notable for many years in Boston cycling. Underwood won a heat in the mile handicap in 3.00%.

It is now the moment for red light and soft music. Something was about to happen in America, or rather in Montreal, for at this Canadaian city, on April 15, Thomas W. Eck and Louise Armaindo appeared in various and mixed races. It appears that Eck defeated Rollinson, while Armaindo exhibited great pace for a woman. Rollinson long since gone to chaos. Eck still appearing before the public on the circuit as grand master of the vaudeville cycle-whirl. This, also, is worthy of note. When the first track was banked up the men fell off. To-day, in vaudeville, we see men riding almost at right angles and at full speed around a twenty-fourtoot circuit. From 1882 up to the present Eck has left his mark heavily on cycling history. If there is any kink of the cycle racing business that Eck does not know, it has never yet seen the light. The most notable thing Eck ever did was to develop that marvellously sound and speedy rider, Johnny Johnson. Johnny was the first man to ride under two minutes. It was at Independence, Iowa. in 1893 or 1894, or thereabouts. The track was kite-shaped, that is, practically straightaway, and there was a wind shield and a pacer and a lot of doubt about the performance. Subsequently other trials of the same kind would seem to prove that the Johnson time was authentic.

On July 4 20,000 people again saw the sport at Boston Common, Pitt winning the mile. In this month, in New York City, E. A. Thompson, a Columbia College man, first appeared, and for two or three seasons he was in the front rank of local New York City riders. During the summer Prince showed a 26-pound Royal Mail racer in America, this being the lightest machine yet brought over here. On September 15, at Springfield, we have to mark the debut of Frank Moore, a rattling English amateur. He was under the wing of Prince, and came across the sea with a good reputation. On this day he won five heats and finals, the miles being 3.22 or thereabouts. This meet is also of particular note because George M. Hendee was developed at it, running second to Moore in all races, Hendee standing forever afterward as the first great American amateur. On September 22 the historic Boston Bicycle Club, which worked herculean labors in the early

cycling days, held a fifteen-mile road race at Beacon Park, Frye winning in 1.15.34¼. There was also the ten-mile record accomplished at Beacon Park by F. J. Moore, It was done in a bandicap race, Moore at scratch. J. S. Dean and A. B. Claffin, both noted Boston amateurs, were allowed a reinute's start. Moore led at the third mile and won'in 33.34.

Baltimore steps in line September 25, and develops Victor C. Place, of Greenville, Pa. Place had a Western appearance, and appeared in a sombrero. He was the first type of "cowboy" seen in the East, at least in cycling circles. He won the three-mile race in Baltimore, and in later seasons showed himself to be a man of great rank. On September 2, at Smithville, N. J., we find the Star first shown as a racing machine, and E. F. Burns, a Smithville boy, winning raile heats there in 3.19 and 3.21. And now you must mark special attention, for here comes the first great Springfield meet, engineered by Henry E. Ducker-Ducker of the ruddy countenance and of the seething advertising brain., Ducker took swads of printer's ink in various colors and plastered New England with eye-splitting placards, so that many thousands of people gathered at Hampton Park on September 20. He had planed the track so that it was as smooth as a turf course could possibly be made. Ducker was the first man who ever specially prepared a trotting track for racing, and his work proved not in vain, for the meet was a record breaking one from start to finish. Let us summarize: Mile heat, Frank Moore, 2.54%, record; Hendee second in 2.55. Heat two, Mocre, 2.57¼; Hendce, 2.57½. Two miles, Mccre, Half-mile, Hendee, 1.24%, equalling 6.14. record. Five miles, Moore, 15.47%, wiping out Gideon's old record of 16.1934.

At the League meet held at Boston, 1882. Hendee won the mile championship in 2.571/2. with Frye and Place the other stars. At this point we find the amateur and professional doubling up, no doubt owing to Prince's persuasive powers and Frye's preference for cash as against silver-plated pots, for on November 30 the pair met at the New England Institute Building. Frye had failed to get sanction, so he turned professional. Frye was allowed a start of twenty seconds, and he won easily by a yard. The crowd thought he could have made rings around Prince had he desired. A week later they met, and Prince reversed the story, this time the Englishman winning by one-eighth of a second. The time was 32.44, a record. Those two match races provoked much gossip, and there was much public discussion about the races being "fixed," though Frye's friends rallied about him, and cycling was saved from "the jockey" for the time being, at

England gave us this year the first twenty miles ever ridden in the hour, the magician this time being Cortis. The first attempt was made July 27, at the Crystal Palace, Cortis, being finely paced, doing twenty miles in 59.31 4-5. Of course, the whole world ap-

plauded. It is impossible to realize what enthusiasm this feat created at the time. The interest was probably equal to that which attached to the first time that, in later days, a bicycle rider cut under two minutes. Cortis was in great form this summer, and cut the records by the wholesale, both short and long distance. On August 2 he again tried the hour record, and did the twenty in 59.20 1-5, cutting 11 seconds off his previous performance. The next day, after a right hearty din ner attended by many prominent cyclists, he sailed for Australia, and never again saw his own country.

1883.

At St. Louis, on May 11 and 12, at the first races being held there, Cola E. Stone first appears as a racing star, winning the mile in 3.101/4. Later he won a remarkably fast 100-mile road race, establishing a new record for America. Again, he afterward appeared at



W. M. WOODSIDE CHAS. FRAZIER

Springfield, and was among the cracks in 1883. Shortly after the Springfield meet he returned to St. Louis, and the world was startled by hearing of his suicide. Stone's passing is one of the sad pages of American cycling history. At this same St. Louis meet a grand man also came to the front, C. E. Duryea, who won heats of the mile race in 3.20¼ and 3.28½. This Duryea afterward left a great impress on theoretical, inventive and practical cycling, not to mention automobiling.

On May 15 a fast college man, Claffin, seemed to be in form, judging from his tenmile record of 31.39%. At Yale College, on May 19, L. B. Hamilton made a collegiate record of 6.491-5 for two miles, this same Hamilton afterward becoming one of the gentlemen amateurs of the path. On June 2 Hendee credits himself with the mile and two-mile American championship. On June 23 that grand old club, the Kings County Wheelmen, held its first race meet in Williamsburg, the stars being Ed Pettus and H. J. Hall. The latter followed racing for many years, and got among the fast ones, both on the road and on the path.

On June 30 we note the first mile tricycle race in America, at Boston, with W. B. Everett up; time, 4.32. The tricycle was well known abroad, and by 1883 it was making its way here. Everett had become interested in it from the trade standpoint, and no doubt put it on the path as a novelty and as an advertisement. On June 30 Charles Frazier comes up for first public notice at the Washington races, where he won a two-mile handicap. Frazier was a product of the Smithville enterprise. In this little New Jersey town the Star bicycle was manufactured, and during the career of the Star many good racing men were turned out. Among them was this Frazier, and also George Weber, and in later years W. W. Taxis, C. E. Kluge and the great road-racing fiend and hands-off man, William Van Wagoner, of Newport, R. I., not forgetting by any means the peerless Zimmerman, who first competed on the "coffee grinder" machine. This Frazier became a noted short and long distance rider, ranking with the very best. As to Weber, of whom we shall speak later, he was believed by many to be the most remarkable racing man that America ever produced. He was the first American to ride twenty miles in the hour. When he was on the path for three years and carrying all before him he was suddenly taken with typhoid and, despite a remarkable physique, he succumbed to this disease, which has ever been the bane ef high-class athletes.

Now we come to September, and another great Springfield meet. We have seen some big things in the late '90s and at the dawning of the twentieth century. On the second day of this 1883 Springfield meet 23,000 people passed through the gates. That was all the work of Ducker, the Barnum of cycle racing. He had even started a cycling monthly called the Wheelmen's Gazette to boom this particular meet. He had placarded the country and circularized every club and cycle agent in America. The result was a national cycling gathering. Every man who thought himself anything at all in cycling simply dropped business and went to Springfield.

On the first day, September 18, 8,000 people saw the races, which were notable and record-breaking. We summarize briefly: Mile tricycle—Stall defeated Powell and Johnson; time, 3.33; old record, 4.32, which was quite considerable of a cut. Two-mile handicap—E. P. Burnham, scratch, 6.04; old record, 6.14. Burnham was a Newton man, and in 1883, 1884 and 1885 was of the first order. In this same race Charles Frazier was allowed a second and A. G. Powell and Asa Dolph each four seconds. Asa Dolph we shall hear of again as a world beater. He came from the far West; was, in fact, the first remarkable Western racing man.

Second day, September 19. This starts off with a mile without hands by Bert Pressy on the Star; time, 3.11. To say that Pressy startled the 23,000 people is putting it mildly. They had never before seen anything like it.

Two-mile scratch-A. H. Robinson, of London, 6.02 1-5, record; H. D. Corey, second, and C. D. Vesey, third. This man Robinson was an English importation. He was called "Doodle" Robinson, and looked like a wellfed butcher boy. Somewhere in Dickens's works there is a boy who was a continuous performer at eating. Robinson inherited the soul of this boy. He was a smiler, a remarkable racing man and not very eircumspect as to the disposition of his prizes. He was sent to Anstralia. The H. D. Corey who ran second was a Boston celebrity. He was a sturdy chap, and afterward got quickly among the record tables, both on the path, on the road and on the hill, Corey Hill, he being one of the first men to storm that Boston eminence, the thing being the talk of its day. Corey was so strong that in the fall of the next year some one suggested that he raise the twenty-four hour bicycle road record, whereupon he jumped on his racer and raised it by many miles. Two or three days afterward it dawned uon him that the twenty-four-honr tricycle record was a measly kind of a proposition, so he buckled on his armor and gave this quite a considerable hoist. In the ten-mile handicap Burnham won, doing 32.48 2-5; old record, 33.34. In the two-mile club, Hendee, 6.02 3-5. Twenty-mile scratch, Hendee, 1.07.32; records from eleven to twenty miles. Ten-mile handicap, onr old friend Prinve, in 31.063-5, new record; with Robert James and Gaskell, English professionals, second, and Jack Neilson, of Boston, third. Neilson afterward won high honors on the path as a last lap sprinter. Third day, September 20: Mile scratch-Corey, 2.51 4-5; Robinson, second. Twenty-file-mile championship-Robinson, first; Frazier, second; 1.23.10; records from nine to twenty-five miles. Frazier finished first, but was disqualified on account of a fonl. In a record trial Corey beat all records from three to ten miles, doing 31.39 2-5.

After the Springfield meet we see the papers flooded with advertisements of records for the first time in America. At this meet also, for the first time, much public attention was paid to the style of machines used by the men. For instance, the fact that Corey rode a Rudge was made much of. From this time on the results at race meets were used as advertisements, and from this date on we see firms favoring men by giving them machines, by loaning them and presenting them with racing wheels, and by supporting them with the actual eash.

At New Haven we find a notable meet held on October 10, at Hamilton Park. It gave us a new mile record, Hendee doing 2.59; Frazier running second by a yard. Hendee also made a five-mile record of 15.26%; old record, 15.40. On October 26 we have to record the first 100-mile track race ever run in America, won by R. F. Foster, of Baltimore, in 7.25.52½.

1884.

The season opened this year at Philadelphia, on June 17 to 19, at Jumbo Park. Races were held both afternoon and evening, the

track being lit after sundown with gasolene lamps. This was the first after-dark outdoor race ever held in America. This meet was notable for three several things: Mile, Asa Dolph, 2.50; Frazier, 2.51¼. This Asa Dolph was the Western dark horse; he afterward rode a mile in 2.39. Mile tricycle, E. P. Bnrnham, of Newton, Mass., 3.18¼; old 1ecord, 3.31¾. Two-mile, first, Burnham, 5.48; second, Dolph, 5.48½.

At this meet we have the first mention of Thomas R. Finley, of Smithville, N. J., who rode a mile hands-off in 3.19. Finley was a mere boy at the time, bright faced and smiling, and withal very shrewd. He became a good racing man, a famons fancy rider and one of the best bicycle polo players in the country. What he could not do with the front wheel of the Star bicycle is hardly worth telling. He handled it almost as cleverly as a good billiardist handles the one. The 3.20 class developed George Weber, who won in



GEO. M. HENDEE IN 1883

3.16. June 18: Delph, five miles, 15.18*; old record, 15.26¾. On the 19th the great amateur twenty-five-mile race was decided, attracting all the stars in the country, and the result of this race shows them in the order of merit. First, Hendee; second, Frazier; third, Lonis B. Hamilton, of Yale College. The other competitors were Dolph, Brooks, T. W. Roberts, of Ponghkeepsie, and Ed. Pettus, of the Kings County Wheelmen.

Inspired by the example of Springfield, the Connecticnt Bicycle Club held a remarkable meeting at Charter Oak Park, Hartford, en September 9. The meeting had all the Pope backing, and this meant much. The notable thing of the meet was the appearance of Sanders Sellers, the harum-scarum Englishman. Sellers won the mile race in 2.39, cutting the record by over ten seconds. This remarkable reduction at one swoop is a fair gauge of Sellers's racing abilities. He was a human racing machine if ever there was one. In most of the star events he ran away from the field. Sellers was a careless devil, and very soon disappeared from the racing world.

The other Hartford star events were: Mile,

C. H. Parsons, 2.491/4; second, W. C. Tracy, 2.50; third. F. W. Westervelt, 2.50. Of course, this was a new record. In another mile event H. E. Bidwell won in 2.55%. In the great Sellers 2.39 mile Asa Dolph finished second in 2.41, with Elliot Norton third and Frazier fourth. In the five miles Sellers defeated two Englishmen who had come over with him, Reuben Chambers and George A. Histon. Three years after this the Histon family sent over another representative, W. A. Histon, an English lad of eighteen, built like a dream. He was known as "Silent William," from the fact that he never spoke except under severe provocation, and then it was a mere "Yes" and "No." At this same tournament Hendee won a mile event in 2.451/4 and Howell gave an exhibition mile in 2.42.

At a meeting held at New London, Ohio, September 3 and 4, two men developed who were afterward famous. The first, W. F. Knapp, of Denver, Col., who won the half and five mile events, while C. W. Ashinger, of Eaton, Ohio, ran second in the mile. Knapp drifted East, was taken up by one of the manufacturers, and became one of the foremost racing men in the country. Ashinger, who was a school teacher, became the best exponent of six-day eyele racing that America ever saw.

During the summer months H. E. Ducker, the P. T. Barnum of eyele racing, as we have often said, conceived the idea of building a special bicycle track inside the Hampden Park mile trotting track at Springfield. He consulted all the authorities, both here and abroad; had the assistance of the best civil engineers, and the result was a half-mile track and a three days' tournament which wiped out not only the American, but the English records, and astonished the cycling world on both sides of the ocean. To show how fast this track was, it is only necessary to point out that L. A. Miller won the 3.20 elass in 2.42 1-5. The times made were so remarkable that the English press refused to accept them. On the first day there were 9,000 people, and on the second day 18,000 people. Bad weather one the third day cut the erowd down to 13,000. Had it been a fair day 30,000 people would have passed within the gates, and this would have ever remained high-water mark for race meeting attendance. Be it remembered that at the Hartford and Springfield meets in these days the entire town closed down from noon till sunset.

Details.—The one-mile professional handicap shows the ability of the professionals of those days, both English and American. The allotments were: Ashinger, 10 seconds; Woodside, Prince and James, 5 seconds; Howell, scratch. James was one of the English contingent. Ashinger won in 2.53. Tenmile amateur—Sellers, 31.04 2-5; Hamilton, 31.05 1-5; Brooks, 31.07. 3.20 class—Miller, 2.42 1-5; Howell, 2.43 3-5; William Wait, the Albany, N. Y., star, 2.44. Three-mile professional—Howell, 8.36 2-5, record; last half, 1.15 4-5, the fastest flying half ever ridden. September 17.—Ten-mile professional—How-

ell, 30.071-5; Woodside, 30.092-5; last half, 1.13 1-5, a flying half-mile record. Two-mile amateur-Sellers, Hendee and Frazier, 6.03; last half, 1.14 1-5, fastest half-mile record for an amateur. One-mile professional-Prince, 2.39; James, 2.39 2-5; Howell, 2.40. This equalled Sellers's time, made at Hartford, The times show how these three great riders clung together from start to finish, and one can easily fancy the Niagara of noise that greeted them as they flashed over the tape. Five miles, amateur-H. W. Gastell, 14.51; Hamilton, second; Weber, third. Gaskell was an Englishman, and he remained in this country, becoming the manager of the Coventry Machinists' Co., with headquarters at Boston. For years he was prominent in trade circles. The record table, which had already been marred at Hartford, was on this day terribly shattered. Half-mile amateur record, Sellers, 1.181-5; two-mile amateur record, Gaskell, 5.42 3-5; three-mile amateur record, Weber, 8.50 2-5. September 18. third day. The star feature of the day was Hendee's defeat by Sellers. In this event Sellers proved that nothing in America could hold him. One mile—Sellers, 2.45 2-5; Hendee, 2.45 3-5; Brooks, 2.46; Gaskell, fourth; Elliot Norton, fifth; Illston, sixth; Frazier, seventh. This finish shows the relative abitity of the men, bar the probability that Frazier was faster than Illston. Mile tricycle-Chambers, 3.13 1-5. September 23, at New Haven, Sellers again spread-eagled the field, defeating Hendee and all the American cracks. On October 16 Hendee, with recordbreaking intent, rode a trial exhibition at Springfield in 2.424-5.

On October 2, 1884, a man who was afterward to become a star of the first magnitude rode successfully at the Franklin Trotting Park, at Saugus, Mass., none other than W. A. Rowe, of Lynn, Mass. He appeared in the 3.20 class. C. E. Whitten won the first heat in 3.101/4, and Rowe captured the second and third heats in 3.131/4 and 3.15. This Rowe was about twenty years of age at the time, and, taken all in all, was the strongest man who ever appeared on the bicycle track. He was a marvel of sturdiness and had an upper body of extraordinary strength. Every move barayed a marvellous physical and nervous balance. He was taken up by the Pope Mfg. Co., and had a corps of valets and trainers appointed to his service. He succeeded in lowering the colors of George M. Hendee, until Rowe's time the greatest American amateur. He also reconstructed the record table. As Hendee was the first great amateur, Rowe was the second, Windle the third and Zimmerman the last, perhaps the greatest of all. At the Columbia College sports, held on October 25, D. H. Renten caught the eye of the judge for the first time. For two or three years thereafter he was a notable racing man. On November 17, at Washington, Phil S. Brown won a mile in 3 minutes. Neat, smiling, compact little Brown; he, with the famous W. E. Crist, another Washington man, afterward became circuit-chasers of great renown.

On December 4 W. I. Wilhelm wins at Reading, Pa. This same Wilhelm was afterward a famous Star bicycle racing man, and still later a notable bicycle manufacturer.

1885.

Early this year we first hear of the "makers' amateur." Many are familiar with this discussion. A strict amateur rule had been devised, and the simon-pure amateurs were beginning to stir up things against the fast men who were employed by makers, and who spent their time principally in preparing for the race track. This controversy, by the by, held the racing world by the ears for a decade, and later we had the pro-amateur, the Class A and the Class B men, and then the outright professional. In this edays to be a professional was to swim in social degradation. It was considered, indeed, little

The First and Greatest Race Promotor.



HENRY E. DUCKER

less than a crime to ride for cash; so, when the paid racing men commenced to sweep all before them, and the simon-pures had no chance at the big prizes, but had to pot hunt at small meets, the sheep were separated from the goats, the latter being put in a new class called the pro-amateurs, meaning half amateur and half professional. The promoteur did not race for cash, but he was paid to race. Still later the men of the path were more distinctly divided into Classes A and B. and in our modern time, when the onus had worn off professionalism, the speedy men came out as genuine cash-chasing professionals, and this was as it should have been in the beginning.

In April Minneapolis gave us a good big man, Grant Bell. In June Hamilton was the star of the New Haven meet, mile in 2.45 3-5. On June 8, at New Haven, F. F. Ives ran second in the mile, doing 2.50. Frank Ives was a Meriden man, and for a brief season he was among the honored men of the path. It is worth while to say that Ives's racing career was particularly clean. For years afterward he was well and favorably known in

the bicycle trade. At this same meet Hendee showed improved form, doing 2.39 4-5 for the mile, only 4-5 second behind record.

At Indianapolis, on June 8, that great war horse from Chicago, Norton H. Van Sicklen, was the star. Van Sicklen became famous on the race track, for several years was the greatest road rider in the West, started a paper called the "Bearings," promoted cycle shows in Chicago, and altogether was a notable national cycling figure. July 10, Buffalo League meet; mile championship, Hendee. 2.44; Weber, 2.44 3-5. Three miles, Van Sicklen. July 4, Rowe the star at Lynn. In the same month, at Woodstock, Canada, Fred Foster carried all before him, and afterward became one of the shining lights of American circuits. July 24, at Chicago, mile, John Brooks, 2.463-4; Ralph Freedburg, 40 yards. second. This Ralph Freedburg was the famous Ralph Temple, for he afterward changed his name, and for three years swept the race tracks of Europe and America. He first went abroad as a fancy rider, but developed a marvellous turn of speed for short distances. On August 21 Percy Stone rode a fast quarter. This Percy was a brother of that unfortunate Cola. For several years thereafter Percy wrote his name high up on the racing scroll. On August 13, at Pittsfield, the fall season fairly started, with Burnham, Rowe and Weber the stars. At Chicago, in August, W. C. Thorne and Van Sicklen divided the honors. This Thorne was of the famous Thorne family, and he went through the cycle racing game not without considerable honors. On August 15, at Chicago, Van Sicklen wrote his name large with a new 25-mile record, 1.21.141/4.

The great feature of the fall season was the arrival in America of a party of English amateurs and professionals, under convoy of that speculative and adventurous individual, Harry Etherington. A word about this English group. Among the amateurs was R. H. English, a Cornish miner, a six-footer, a demon at long distances; but the American climate laid him low. Then there was M. V. J. Webber, called "Alphabet" Webber, a merry, light-headed boy from the Isle of Wight, who had created a new mile record in England on July 9, doing 2.39 2-5 and wiping out the famous Cortis fignres. Then there was Percy Furnival, a student at Guy's Hospital, and the pet of all London. He is the man who never would extend himself, but who, on one occasion, egged on by his friends, did actually ride a mile in 2.31 2-5. Other lights were Robert Cripps, a giant of a man, with the smilingest kind of face, surmounted by the blackest and curliest of locks. Cripps was the Adonis of the path. R. Chambers was also of the party-Chambers, one of the few great tricycle riders the world has ever known. Howell was there, too. You could always depend upon Richard whenever a purse was hung up. He was early and always on the scene. And we also have a newe mer, Fred Wood, an English professional. Wood was of the tall and narrow order, and he sat his wheel like a centaur. He had much

the manner and instinct of a gentleman, and was a great favorite. In ability he was second only to Howell, and that by inches.

At this Hartford meet there were famous doings, to wit: In the mile heats English Webber and Furnival defeated all the best Americans, and of these Furnival eventually won the final in 2.481-5, Burnham running second in 2.482-5. Even the great Hendee was an also ran in this race. Mile tricycle—Chambers, 3.09; Cripps, 3.092-5—record. Ten miles—English, 31.011-5—record. This was the first big "lap" race ever run in America, a prize being given at the end of each mile. Furnival captured a sufficient number of points at an early stage of the game and then quit. September 3. Mile trial heat—Rowe,

notable that neither Hendee nor Hamilton, who were both relied upon to stop the Englishmen more or less, competed in this tournament on account of accidents. Brief summary of the many notable things done at Springfield. 3:10 class, trials. Renton, 2:45 4-5; H. T. Hearsey, 2:46; C. E. Kluge, 2:47. You remember Hearsey, of Indianapolis, now a big cycle and automobile trade man; the good Harry Hearsey. Then note the appearance of Chas. E. Kluge, a Jersey City chap. Kluge was a man of extraordinary physique, and he became famous on the path, and at a later date, was the greatest road racing man in America. In these days he rode the Star bicycle, and he thundered down the homestretch like the Empire State considered wonderful for a Star bicycle, and of course the defeat of Hendee covered him with glory. Five mile record race—Furnival, 14:36 1-5, record; George Weber, 14:39. Sept. 9th, 14:000 people. Mile—Furnival, 2:45 4-5; Ives, 2:46 4-5. Three miles—English Webber, 8:22 4-5; Rowe, 8:23. This was a record race, and Rowe won the lap prize. Three mile handicap—Rich, 50 yards, 8:16 2-5; English Webber, scratch, 8:17 3-5, record.

Sept. 10th. Mile tricycle to beat the record of 2:58 2-5—Cripps did 2:53 4-5, considered then marvellons, almost unbelievable. Ten mile "record"—English Webber, 28:44 2-5, record; Furnival, 29:20; American Weber, 29:20 4-5. Webber went on and rode within 20 miles 635 yards in the hour. This was a

THE FOUR GREATEST AMERICAN RACING MEN.







INDLE

HENDEE

ROWE

2.53½. Five-mile championship—Rowe. Onemile professional-Wood, 2.50. Three miles, amateur—Furnival, first; "Alphabet" Webber, second; Gaskell, third, and our own dear George Weber, fourth. The American Weber at this time was an ingenuous youth, and not yet hardened to the game. Mile trial against the record-English, 2.441/2, of course, away outside. Three-minute class-Rowe, 2.47; Ives, 2.47 1-5. Chambers, in the mile, won in 2.571/2; Englehardt, a quiet, plodding Englishman, second, in 2.58. This was the first safety race held in America, and, of course, the time stood as record. These were not the safeties of to-day, but rather machines looking very much like the ordinary kangaroo type, pictures of which are publlshed in the article on the trade.

After the Hartford tournament Springfield opened on the 8th with 8,000 people. It is

Express. In this same event Englehardt started on a safety and did 2:48, a new record. Heat two—Chas. P. Adams, of Springfield, 2:51 4-5; W. F. Knapp, 2:52. Mile tricycle—Cripps, 3:02 1-5, record; Chambers, 3:02 3-5. Three miles bicycle—"Alphabet" Webber, 8:34 4-5, record; Cripps, 8:35; Knapp, 8:35 2-5.

Mile professional handicap—Fred Wood. 2:35 3-5, record; Howell. 2:36 2-5; Priuce's time, unofficial. 2:37. The old record was 2:39. Ten miles championship—Burnham, 30:24 2-5, record; Rowe, 30:25; Aqnilla B. Rich, the famous Staten Islander, 30:25 2-5. Half mile amateur—English, 1:15 4-5; W. E. Crist, 1:16. This was the sturdy little Washiugton man, who afterwards took high rauk. Mile, 3:10 class—Kluge, 2:41 2-5; Adams, 2:42; Hendee, 2:42 1-5. In this race Kluge jumped into the front rank. The time was

world's record, wiping out the figures of R. H. English, who, in September, 1884, had done 20 miles 566 yards in the hour. In this same race our Yankee Weber did 20 miles 220 yards, and the sterling Burnham did 20 miles 135 yards. Thus up to this date five men had ridden over 20 miles in the hour. Cortis, English, Webber, Weber and Burnham. Mile handicap-Rowe, 2:41; this was the fastest amateur mile of the meet. A wonderful five miles-Fred Wood, 14:34 I-5; Howell, 14:34 2-5. First mile-Wood, 2:39. In the consolation young John Illston won in 2:48 1-5. We mention this because L. J. Barber rode second in 2:49, Barber becoming afterwards a fancy-riding theatrical star. We also call attention to Fred Russ Cook, who rode third in the consolation. Cook came from San Francisco covered with glory. He was called the "Coast Champion." At this

meet he appears to have been under the weather. At other meets he proved himself a good man.

1886. The first decade of American raclng, starting with a three-mile race run by Harvard College students at the old Beacon Park track in the fall of 1877, brings us up to Rowe's final record-sweeping effort made in the fall of 1886 at Springfield. In the first year we had a mile in 3.49. In this last year we had a mile in 2.29 2-5. These two figures marked rapid progress in wheel construction, track construction and in training. The old rough mile trotting track had given way to the Ducker creation at Springfield. It had also been proven that a trotting track properly prepared for cycle-racing days in advance could also shake the record table, as witness Hartford and New Haven. This first decade gave us Rowe and Hendee as the first great American amateurs.

The latter era of racing was to also produce two remarkable men, Windle and Zimmerman. For after Zimmerman came the deluge, a deluge which gave us the regular racing circuit, for the history of lated cycle racing is the history of a business more than it is the history of a sport. If this were not so, instead of having twenty, thirty or forty remarkably fast men, we would have had one or two pre-eminent ones. So we say, after Zimmerman came the deluge, came a half hundred, or even a hundred, men of marvelous physique, who were specially trained for the track and who went about the country showing an ability which had been developed at the expense of everything else in life, the ability to mark off fast miles on the race path. As you know, this deluge included Sanger, Bald, Tyler, Johnson, Dirnberger, McDuffee, Taylor, Cooper, Major Taylor, Kramer-but why specify? Half a dozen pages of The Bicycling World would scarcely contain the roster.

It is much more interesting for a moment to go back to the four historic figures of the American race path: Rowe and Hendee of the first decade; and Windle and Zimmerman of the later period. It is interesting to compare these four men. Hendee in 1884 was the top notch American. Before he had appeared there were a half-dozen genuine amateurs competing for supremacy, such men as Gideon, Johnson, Corey and that lot. When Hendee had attained his full powers he drew a distinct line between the Hendee era and all that had gone before. He drew this because he abandoned everything else in life, and devoted himself to racing, and he made a very great success of this particular object. He, however, had not worn the laurel for more than one season when the redoubtable Billie Rowe became the king pin. But Rowe did not create a new school of racing men; he simply was a yard or two faster than Hendee. The two nien met, and Hendee was defeated. We want to make a very interesting point, to wit: first, that Hendee was beaten by Rowe,

and did not retire, but in after seasons accepted a fifty-yard handicap on Zimmerman; secondly, Rowe was never beaten by any American amateur, that is, he was never retired into second place by any newcomer.

The man who followed Rowe was Windle, and the two never met because Rowe had turned professional. Thirdly, Windle was never actually retired into second place by Zimmerman. For four years this little Millbury fellow was the marvel of the American race path. Then came the wonderful Zimmerman to dispute the honors with him. Occasionally one won, occasionally the other. At two great races at Peoria, Zimmerman eaught Windle on the home stretch and beat him to the tape. Yet immediately after this Windle turned the tables on Zimmerman, both on the ordinary and on the safety. So Windle, though he partially divided his honors with Zimmerman, never really became a back number, for at the very height of his career he retired from the path. Nor was Zimmerman ever counted out by a successor, or successors. The man who approached nearest to him, W. C. Sanger, never actually proved that he was Zimmerman's equal or superior. When the question might have been decided, racing had become a big game; Zimmerman went abroad, Sanger went stale; then Zimmerman went stale, and so the two men never actually came together in what might be called a test race, or a test season.

We have said elsewhere that Windle was the greatest rider of the ordinary the world ever saw, because of special adaptability to that machine. We might add that, taking into account his performances on both ordinary and safety, he was one of the four great racing men known in history; for, though he had been racing on the ordinary for three or four years previous to Zimmerman's debut, yet he quickly adapted himself to the dwarf wheel, and proved himself unbeatable on it. It is true that the great Zimmerman on a Star beat Windle on the ordinary, and later on the safety, but Windle eventually turned the tables on him. Of Zimmerman it is the opinion of many that, as a racing man, he was without a peer in any age, or any country. His performances on the Star and on the safety, the remarkable work he one day did at Springfield. the fact that he could go a hundred feet or a hundred miles with equal abandon, the fact that he swept all England and all France-all these things would seem to make good the claim that he stands in a class by himself.

* * *

1890. In this year dawns the pneumatic tire. Herbert E. Laurie brought it over from England and competed at the League meet at Niagara Falls. When he first brought it to the track he was barred out of the races, but later he was allowed to compete. There came with him E. J. Willis—the same Willis now of the Park Row Cycle Co.—who also used the same pneumatic. In fact, we believe Willis started on it first, in a one-mile

safety, three-minute class. It really was not a race, because all the rest of the competitors refused to ride, and Willis was allowed to walk over. Later, in the half-mile safety event, the officials having put their heads together, Laurie was allowed to compete on his pneumatic, and he won the event, easily beating Githens, Van Sicklen and Lumsden. In the one-mile safety championship, W. D. Banker borrowed a pneumatic and walked over, the others refnsing to ride with him. At this meet Windle showed himself unbeatable among the ordinary riders, easily beating Rich and Taxis. Quite a meet was held at Rochester in

Quite a meet was held at Rochester in August, some of the crack events being: The one-mile safety, H. E. Laurie, on a pneumatic, 2.33½, American record; one-mile ordinary, Windle, 2.37½, Zimmerman second, 2.41½. In a mile safety handicap, Kluge, from scratch, rode in 2.34.

. And now dawns the great Peoria meet, impossible to describe in detail here. It was the wonder event of the year. Here marvelous times were accomplished; here Windle's 2.25 3-5 was recorded; here also Zimmerman twice defeated the hitherto invincible Windle, lifting himself into the Windle class. The mile open ordinary for the famous \$500 piano, which made a great noise in those days: Zimmerman first, 2.36; Windle second; W. S. Campbell third. Safety mile, Berlo, 2.27 3-5; Hoyland Smith second. This happened on September 12. The next day, September 13, Zimmerman won the ten-mile by a yard, Windle riding second. This double defeat of Windle put Zimmerman on the top round of the ladder. After the meeting some wonderful trials were held at Peoria, the men saying that the track was the finest in the country. Ordinary mile, Arthur Lumsden, 2.30 1-5. Half-mile, Windle, 1.10 4-5. Ordinary mile, W. S. Campbell, 2.361/4. Berlo, safety, 2.30. Tandem safety, Murphy and Hoyland Smith, 2.27. September 16, Windle, one-mile ordinary, 2.25 3-5. The same day Laurie, on a pneumatic safety, did 2.27 1-5. This, however, was not world's record, because on September 13 W. C. Jones had electrified England by doing 2.20 3-5.

1891. Late in 1890 race meets had so multiplied that the circuit scheme was suggested and afterward carried out. The establishment of a circuit and the development of the trade changed the racing game considerably. It made possible the aggregagation of a number of racing camps, containing two score athletic chaps, who were sent around the country and paid to race. This is not said to their discredit, but merely to point out that any very likely young man could in those days get a job as a racing man. This fact greatly multiplied the number of men, so that from now on we do not find one single man outranking all the rest, except that Zimmerman did so for two or three years; but we find half a dozen disputing for the highest honor, one day one man winning, the next day showing a reversal. From now on we find these three several high class men nipping each other by inches, so that, after the decline of Zimmerman, there was no pinnacular man, cycle racing, as we have said, ceasing to be a sport and becoming a business.

The L.A.W.; Its Men and Days of Greatest Use

When cycling was a very young thing, it needed care, nurture and kindly oversight. The Father of Cycling, supported by other sturdy pioneers, saw that the bantling had breathing room. Enthusiasm was meat and drink to cycling, and these pioneers kept the supply equal to the demand. Cycling also needed a mother. The father gives rough direction; the mother supplies the graces and the minor points of character. So, early in its life history, cycling had the good fortune to find kindly and never-failing oversight in the League of American Wheelmen. In 1880 and up to the present day, but principally during the first ten years of its life, the L. A. W. walked hand in hand with all cycling development, excluding, of course, the trade end. This organization. first starting with a few hundred members, but destined to reach over one hundred thousand members, took the new babe by the hand and never let go until it had reached a strong and vigorous manhood. This L. A. W. promoted club organizations, fostered the State Division idea, got immediately in touch with every especially active cyclist in the country, and made him a storm-center by conferring upon him a title, and compelling him to see that the cycle interests of his State or neighborhood expanded in the right direction. This L. A. W. broke into legislatures, and gave us good roads. It also opened up the parks to wheelmen. It carried racing through the first days of pure amateurism, through the stormy days of resendo-amateurism, right through the rufed seas of promateurism, and then, when the race path had become entirely commercial and peculiarly putrified, the L. A. W. dropped it. The L. A. W. also gathered and printed touring information, covering every reliable section of America. Nothing was too great, nothing too small, for this organization to take under its wing.

Be it remembered that, by 1880, there were in England two wheeling organizations, the Cyclists' Touring Club and the Bicycle Union, the former perhaps the more solid of the two organizations. This fact had ben observed by students of foreign cycling conditions, among them Frank W. Weston, who in this matter scored another first honor. In the Bicycling World of Jan. 10th, 1880, he advocated that American cyclists could not too soon follow in the footsteps of their English prototypes and form a union or touring club of their own.

Meanwhile two other active cycling brains were working on the same idea; Mr. C. Kirk Munroe, president of the New York Bicycle Club and editor of Harper's Young People, and Mr. Charles E. Pratt, president of the Boston Bicycle Club and editor of The Bicycling World. In The Bicycling World of

March 20th, 1880, Pratt developed the Weston idea, and printed an announcement to the effect that considerable correspondence nad passed between Boston and New York parties pertaining to the holding of a meet at Newport, R. I., on Decoration Day. He further stated that the matter had developed far enough to make such a meeting an assured success.

On April 17th, in The Bicycling World, C. K. Munroe issued a call "to the unattached bicycle riders of the country," cordially inviting them to participate in "the grand

First President of L. A. W.

CHARLES E. PRATT;

"We each have the right of every citizen of this country to the equal and impartial use of of the public highways, and of the public parks and driveways, which our fathers dedicated, or for which our taxes help to pay; and we will not rest until we and our brother wheelmen have the freedom of travel on our wheels anywhere from Penobscot Bay to the Golden Gate."—From President Pratt's inaugural address.

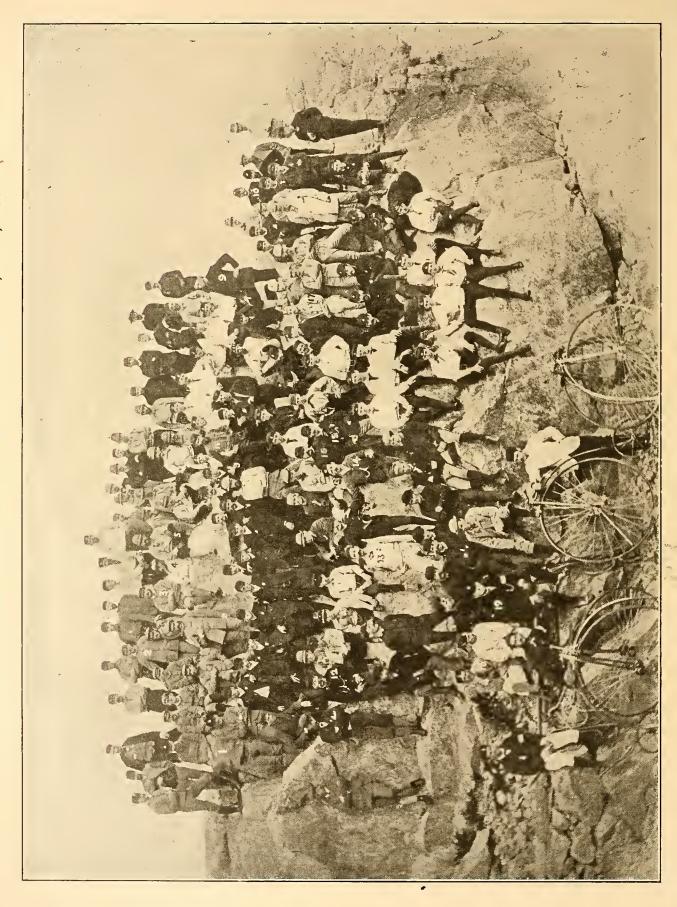
meet of wheelmen." to be held at Newport on May 30th. Mr. Pratt carried the suggestion still further in The Bicycling World of May 1st when, in an address to the sceretaries of the bicycling clubs of the country, he suggested that the forthcoming Decorafion Day meet would prove a most suitable opportunity for the formation of a bicycle league. In this same issue, Mr. Weston also printed a stirring appeal to wheelmen, and said, regarding the proposed organization, that it would be "practically a new order of free masonry; the initial qualification for membership in which should be that each applicant ride a bicycle." On May 15th, the advance prospectus of the meet was published in The Bicycling World. It gave the usual information about entertainment, transportation and the like. This brief prospectus was followed by the strong Pratt

editorial, urging all wheelmen to attend.

The Newport convention proved to be a great success. On the 29th and 30th of May, representatives from New York, Boston, Phnadelphia, Chicago and other cities gathered in this famous town. There were about one hundred riders in the city, representing more than twenty clubs. These men traternized with each other, became acquainted, exchanged information and toured about Newport; various little shows were also gotten up for their benefit. By Monday morning, May 31st, when the convention met, there were 150 riders in the city, representing 32 clubs, and including, of course, a number of unattached wheelmen. The convention was called to order in a skating rink by C. K. Munroe who briefly stated the objects of the meeting. On motion of Mr. Pratt, S. T. Clark, of Baltimore, was chosen temporary chairman. At this first convention each club was allowed two delegates; and, after these had responded to their names, the "outsiders" took seats on one side of the hall, while the delegates took seats on the opposite side; thus was the convention formally in session.

The usual committees were appointed, and before the meeting adjourned a constitution was adopted and officers elected for the year 1880-1881. The constitution, the second clause of which stated that its objects were "to promote the general interests of bicyeling, to ascertain, defend and protect the rights of wheelmen and to encourage and facilitate touring," has practically remained the same to this day, so far as the primal objects of the L. A. W. were concerned, except that a good roads plank was added in the early '90s. Later on, also, when cycling became so popular and the League meets had lost their novelty and the delegate plan proved too big to handle, the government of the League was placed in a body called "the National Assembly," with delegates from various States, each delegate representing a certain per capita membership.

The first officers of the League are worthy of renoting here. President, Charles E. I'ratt, of Boston; vice-president, Thomas K. Longstreth, of Philadelphia; commander, C. K. Munroe, of New York; corresponding secretary, Albert S. Parsons, of Cambridge; recording secretary, J. Frank Burrill, of New York; treasurer, Hugh L. Willoughby, of Saratoga. Among the early delegates, besides those mentioned, were E. C. Hodges, of Boston; H. S. Owen, of Washington; J. M. Fairfield, Chicago; Joe Pennell, of Philadelphia; George H. Day, Hartford; A. L. Atkins and A. A. Pope, of Boston, and Joseph McKee, of Williamsburg. All of these men were at the head of things cycling in their respective cities, and some of them



Will R. Pitman, 11. Jos. Pennell, 12. A. J. Philbrick, 13. W. M. Wright, 19. E. C. Hodges, K. C. C. Kirk Munroe, 4. Karl Kion, 5. Albert A. Pope, 9. H. S. Owen, 10. Chas. E. Fratt, 11. 14. Prof. Rollinson, 15 S. T. Clark, 16. C. R. Percival, 17. Geo. B. Woodward, 18. W. M. L. Y. Frye, 2.

were prominent in League work for many years.

Perhaps the most notable of the lot, bar Pope and Day, was E. C. Hodges, of the Boston Bicycle Club, known to his friends as "Ned" Hodges. He deserves a page by himself; he was an enthusiastic cyclist, and never for revenue only. In the stressful early days he became proprietor of the Bicycling World, and went down deep into his pocket for many years in order to keep it afloat. In every cycle move made in Boston, he was prominent, both personally and financially. He was behind the meet held there; aided the cycle show conducted by the Boston Bicycle Club, and, in the earlier years, was very prominent at all League meets. All of the old crowd of Boston cyclists remember him as one of the very best men of that rather classical group.

The first State Representatives - then



GERRY JONES

termed State Directors—are also of interest as showing the men put forward as the cycling leaders in the several parts of the country. They were as follows:

California-George H. Strong, San Francisco; H. C. Sibley, Santa Barbara. Canada -H. S. Tibbs, Montreal. Connecticut-S. A. Marsden, New Haven; T. B. Beach, Hartford. Dakota-C. H. Cameron, Yankton, District of Columbia-E. B. Hay and Max Hausman, Washington. Illinois-A. W. Mc-Clure, Chicago; H. G. Rouse, Peoria. Indiana-Harry Bates, Indianapolis, Kentucky, O. N. Thomas, Jr., Louisville. Maine -C. H. Lamson, Portland; R. A. Fairfield, Biddeford, Maryland-Samuel T. Clark, Bal-Massachusetts-Fred. S. Pratt, Worcester; E. C. Hodges, Boston. Michigan-L. Z. Bates, Detroit. Minnesota-C. J. Adams, Minneapolis. Missouri-G. F. Shepley, St. Louis; R. A. Gifford, Edina, New Hamppshire-C. A. Hazlett, Portsmouth. New Jersey-L. H. Johnson, Orange; J. Y. Clark, Trenton. New York-Charles Koop, Brooklyn; J. G. Monroe, Buffalo. Ohio-A. Ely, Jr., Cleveland; A. S. Beiler, Fostoria. Pennsylvania-E. J. Waring, Pittsburg; Joseph Pennell, Philadelphia.

Rhode Island—F. H. Richardson, Providence; J. Nelson Howard, Newport. Vermont—W. S. Underwood, Brattleboro. Wisconsin—J. K. Ilsley, Milwaukee; Dr. Gifford, La Crosse.

From the date of its inception, the League permeated rapidly. The first thing a wheelman did in those days, after buying a wheel, was to immediately forward his initiation fee to the L. A. W. In those times there was nothing but undiluted honor to be gained, yet hundreds of men throughout the country made League work the second business of their lives, and it was through their influence that the League grew to its great proportions. In later years, when its offices were striven for as a matter of personal capital or as a matter of revenue, and, let it also be added, when the League's most



A. KENNEDY CHIL

ABBOT BASSETT

important work had been accomplished, it fell sick and has for several years past shown a pitiful decline in membership and accomplishment.

In its twenty odd years of life, the League developed some very good men. Of course, the best of these men usually arrived at the presidency or won a place on the League's most important standing committees. Again, a certain few men were always in the ranks, wielding immeasureable influence and very often naming its presidents; such as Bidwell and Hodges, for instance. Also, in the various States, the chief consuls and the local consuls were of pretty good stock. Looking hack now, it can be very plainly seen that the accession to the League presidency is paralleled by the White House roll of honor. In the League, as in our national life, the biggest man did not always get to the top; for, as we know, Webster, Greeley, Sherman, Blaine, Clay and many other remarkable men never reached the coveted goal. The reason, of course, is plain. The arratic; arratic in the sense that he quickly brilliant man is an extremist; he is never a trimmer. He also, usually, is more or less leaves the old way of action and thought. The hero-man walks before the times. The politician, however, lives in the present and caters to the mob. Therefore, we note that the L. A. W. presidents were all pretty good "fellows," and pretty well rounded out men; cranks, for instance, like Dr. George E. Blackham, Dr. C. S. Butler, Kirk Brown, Burley Ayres, never achieved the premier position. Much log-rolling they did, and in their bonnets the presidential bee often buzzed. But the net result with them was more or less good fellowship and lots of sport and mental athletics at the annual League meets.

There have been twenty-two yearly League elections. For the first two years, Charles E. Pratt was president, while N. M.

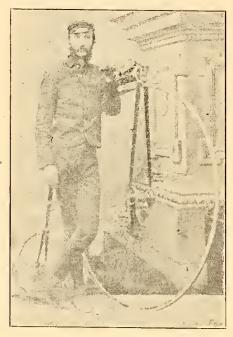


EUGENE M. AARON

Beckwith held this honor for four years, from 1883 to 1887. Then we have Kirkpatrick, who held office only one term, he being followed by Luscomb, who held the chair for 1889 and 1890, was dropped out for three years and then returned in 1895, this being a notable fact. In 1896 Sterling Elliott, of Boston, was the first man. In 1897 and 1898, the Machiaevellian Potter.

From the cycling standpoint, Pratt might be called the many-sided Pratt. President from ISS3 to ISS7, Dr. N. M. Beckwith was a striking figure. Six feet and over was the doctor, and a man of graceful mien. He was a practicing dentist in New York, and was one of the gentlest men who ever breathed. For years he was the president of the Citizens' Club, and had the backing of the best cycling element in New York. When he came into National League politics he had the support of Bidwell and Jenkins, of New York, and many other strong men throughout the country. The verdict of the times was that the doctor was not a man of extraordinary force; but history cannot be written up at the moment; one must take time for a proper view. In looking back now, we can see that the man who occupied the highest gift in the League for four years must have been stronger than contemporaneous opinion held him.

The 1887 president, T. J. Kirkpatrick, of Springfield, Ohlo, was also a very strong character. He was publisher and proprietor of a class paper at Springfield, Ohio, and he also invented the Kirkpatrick saddle. He was always a good fellow, and on occasion had a wonderful gift of speech; as a politician he might have ranked high. The three-timer, Charles H. Luscomb, of Brooklyn, is the most notable L. A. W. president, many think, that the League ever had; always barring, of course, its first president, Charles E. Pratt. If, with some people, their face is their fortune, as the old saw goes, Luscomb's fortune was his voice. This organ, once heard, was never forgotten,



JOSEPH PENNELL

Occasionally, Europe sends over here some notable basso whose noble tones almost unroof the Metropolitan Opera House. Had Luscomb been born in Europe, instead of Massachusetts, he might have been a famous musical signor.

Luscomb was a natural leader of men. In everything to which he put his hand he always went to the top. In Freemasonry and in the National Guard he has occupied high positions; in the national militia he is a colonel. So in the League, he rapidly went to the front, and became its president. Who shall ever forget his marvellous message, delivered in 1890 at the National Assembly meeting in New York, when he was fired out of office and covered with opprobrium to make way for James R. Dunn, of Massillon, Ohlo. Luscomb marched to the door without the sympathy or friendship of a man in the room, bar a few personal intimates. As he reached the exit he turned and said: "I leave you now, but the day will yet come when

you will say that Charlie Luscomb was not such a damned bad fellow, after all." It was a heroic note—almost of the crown-of-thorns and cross-of-gold order. Incidentally, every man in the room felt that Luscomb had been martyred, and this idea germinated and Luscomb was again elected president four years after that. This vindication was, and probably always will be, the finest passage in Luscomb's life.

This Dunn also was a notable man, of a smooth, prepossessing appearance, with music and sorrow in his voice. For three years before he was made League president Dunn was the man to walt until national assembly discussion became very hot, when he would rise and, in the calmest, clearest and most affable manner, would dissipate the noise of argument and trot out a simple and acceptable proposition. While doing this he never had any appearance of the "know it all," nor was he ever offensively positive. He had studied the Franklin method of suggesting, and his motions were nearly always carried



W. M. BREWSTER

by a unanimous vote. This clarity of vision, coupled with his pleasing personality, landed him in the chair.

From the days of Beckwith onward the League was honeycombed with peanut politics, and it is an actual fact that every man who accepted its presidency was eventually humiliated and torn to shreds by the mob of politicians who surged around the throne. In the days when it happened, the thing was simply horrible, and all good men felt very sad for the victims. A man was put into the chair with all kinds of acclaim. Within a week after his election he became the subject of bitter personal and general animosity. In some Arabian tale it is said that the momentary favor of a royal female person meant sure and sudden death; and this was exactly the way with the League presidency. The wonder was that any self-respecting man would accept the thing. A few of them did not, such as Bidwell. Sanford Lawton and others who had the big office within their reach. Therefore, instead of reigning. they were content to be king-makers.

Another famous League president (1896-

1897) was Sterling Elliott. Elllott was, in fact, one of the most remarkable men that cycling ever produced; also the most unsatisfactory. He it was who made the hickory bicycle. Elliott understood as much about woods and their seasoning as any man alive, and had he devoted himself to this branch he would have been famous perhaps throughout the world. Very few of us know much about this subject, although the cognoscenti are familiar with the effect on wood of growth, temperature, seasoning and a lot of other interesting and very infinitely fine matters. In this knowledge Elliott was a marvel. His fate, however, was not to tie himself up long to anything. Later he proved himself an inventor of the first order. He turned out some sort of mail list addressing machine which, we believe, brings him a



C. A. HAZLETT

handsome revenue. He also turned publisher and edited the League organ for some years. Under his tutelage it was one of the most curious publications in America, and was a potpourri of fact, fancy, humor and idiocy. Above all, it bravely declined to print cycling news. It was the laugh of its day, and Elliott himself was regarded as a publishing conundrum. All this, however, is not to hint for a moment that Elliott was not a man of the first order of intellect; also that he was not a good fellow in the best sense of the word. He was genial and good-hearted to the core, and was ever a friend-maker. He simply happened to be of that restless mental type -which produces a jack-of-all-trades and a master of none.

Of all these League men, perhaps the most remarkable from many standpoints is Abbott Bassett. Bassett was the brook of L. A. W. politics. Men came and went, but Bassett went on forever; He was made secretary of the League in 1887, and he has held that office ever slnce. Previously he had been chairman of its racing board. At certain stages of his career his emolument was large enough to attract the attention of more than one covetous man. Again, he was not always in harmony with the heads of the organization; so that, from time to time, opposition developed against him. Sometimes it assumed formidable proportions. But no matter how great it was, nobody ever appeared as a candidate against him. Men came to the meets determined to oust him, but, once they had met crafty old Abbott, his head gently silvered o'er by time, all opposition was overcome. He came, in fact, to be a landmark in the League, so that the mere thought of removing him finally grew in time to be a species of sacrilege. Abbott Bassett was a Boston man, was editor of the Bicycling World for many years, started a paper called "The Cycle," which was clever and brief-lived, and is at present editing a literary monthly which is very Bassettonian. Bassett could write a pretty clear strain of prose and occasionally fell into poetry. Altogether, taking the general run of men, he was and is a very likable character.

Let us glance behind the scenes a moment and briefly touch upon the men who had been most prominent in League work, merely the very high, men, because the string is too long to include all. In 1881 S. T. Clark, of Baltimore, was recording secretary. Clark bas been sketched elsewhere in this issue. He was a notable cyclist of Baltimore, and was the chief cycling factor in his city and State. His Maryland successor was Albert Mott. He was a figure at every League meet and at every national assembly; got deep into cycle importation, and, altogether, makes quite a stirring figure in the world of wheels. In 1883-1884 Fred Jenkins was corresponding secretary-Jenkins, of New York, of the Citizens Club. Jenkins started "The Wheel" in 1880, and in the early years of cycling was a racing man, a club man and very prominent in formulating the League and its policies. Jenkins in his day was a notable national figure.

E. M. Aaron-Gene Aaron-of Philadelphia, was recording secretary. This Aaron was secretary of the League for three years, being ousted by Bassett for causes which need not be dwelt upon here. He was one of the most forceful entities that ever connected himself with League work. In his time he took over the L. A. W. Bulletin, a bloodless thing, and made it the leading cycle paper of the country. Aaron had a head as clear as a pebble, and he wielded a pen of the sharpest, concisest order. Under his régime the Bulletin simply shoue with fact, fancy and logic. Of course, it cost the League \$10,000 or \$20,000, but it was a credit to Aaron, just the same. Aaron did much for highway improvement.

One W. M. Brewster, then of St. Louls, now of New York, was elected treasurer in 1887, and he held this office until 1895. From the viewpoint of length of term, Brewster ran second to Bassett. Brewster was the wiliest politician the League has ever seen. In his day he was the most active figure behind the scenes, until Potter took up that special kind of work. From his railroad office in St. Louis Brewster threw typewritten letters all over the country. His brain was of the Bill Nye order, and a leter from Brewster was always a treat. From St. Louis he



CHAS. S. DAVOL

kept his hand on the pulse of cycling, and whenever he turned up at a League meet he fairly bristled with the proxies of non-attending delegates. In the East he had somewhat of a prototype in D. J.—"Davy"—Post, of Hartford. Brewster and Post were always a great pair, and one to be reckoned with.

Among the resounding names of 1888 and onward were Herbert W. Hayes, of Boston, a great, longish fellow of the true Boston



HOWARD E. RAYMOND

type; cultured, suave, big-brained Sanford Lawton, a Springfield, Mass., manufacturer, who took the world so seriously that the League soon lost its charm for him, and he retired to private cycling life. He was a tower of force when he was on the carpet, though we believe that Lawton thought the L. A. W. game too small. Charles L. Burdette, a prominent lawyer of Hartford, and

colonel in the State militla there, was vice-president in 1891 and president in 1892-1893. Colonel Burdett was the oldest man who ever occupied the League's chief office, being around fifty at the time of his first election. He was probably the biggest man mentally who ever wore the L. A. W. presidential toga. In his chosen field of law he was noted in the State, and in military circles he enjoyed the highest repute. He was above any sort of chicanery, and in accepting the presidency of the League he conferred an honor on the office. We all sorrowfully remember his tragic and regrettable death in the Park Avenue Hotel fire.

In 1894 George A. Perkins, of Boston, was elected second vice-president, and afterward first vice-president. The golden chalice of the League presidency was often placed to Perkins's lips, but never long enough for him to quaff its conteuts. Eating, walking, sleeping and drinking, Perkins always had the presidential bee with him. The most remarkable thing about him is that he ever achieved so much prominence in the League. his sincerity being equalled only by the absolute emptiness of almost everything he ever said. In every organization of this kind there is a man who, at the slightest provocation, always pours forth a Niagara of words. Perkins played this role in the League, and yet, when all is said and done, he was an extremely likeable man. Nobody ever took him seriously, and also nobody ever confessed to a dislike for him.

A. Cressy Morrison, of Milwaukee; A. C. Willison, a Baltimore lawyer, and Charles F. Cossum, a Poughkeepsie lawyer, figured in League office from 1894 to 1897. Willison was a strongish, slowIsh man; a man to be depended upon. Morrison looked like a comer when he made his first debut in the National Assembly debate, but he was of that sharp ricochet order which scintillates and dazzles, but does not hold. An old politician would say that Morrison was not a heavyweight. Cossum also figures as one of the soundest and strongest men who ever became prominent in the League. At the time mentioned he was about forty-five, a man of large practice-what you would call a smart country lawyer. You might even venture to say that Cossum was the levelestheaded man that ever occupied League office. Honesty stuck out of Cossum all over, and in his day the League was full of trials and the political pot was boiling. After his election as first vice-president he became disgusted with the whole business, and pracitcally withdrew to his briefs.

The final big man developed by the League, for its present decline robs even its highest office of glamour, was Isaac B. Potter, of Brooklyn—Potter, of the Potter Buildling, a New York lawyer. Potter ranks as one of the most brilliaut men the League ever saw, and he might also be called its most resourceful man. He was always in the midst of chaos; was always fighting this or that battle. As we think of Matthew Stanley Quay, of Pennsylvania, so must we ever

think of Potter. In the Pennsylvania papers Quay's name has been mentioned more times than any other man his State ever produced. He has been accused of every political crime in the calendar, and has also been credited with having invented several new kinds of crime. Every year we have read of his absolutely certain downfall, yet at the proper moment-when the votes are to be delivered -Quay always comes up smiling, and bearing not a mark of the battle. As Quay is the most remarkable ground and lofty tumbler In politics, so Potter was the most remarkable political contortionist that the League ever saw. We first credit him with a splendid intellect, and then say regretfully that this intellect was not backed by a genial or kindly nature. This is not to say that Potter was mean, or narrow or crepuscular; he simply had the knack of making an enemy a minute. This was largely due to the fact that his ways were devious and-well, let it go at that. As a matter of fact, he did a great deal for cycling, and received more

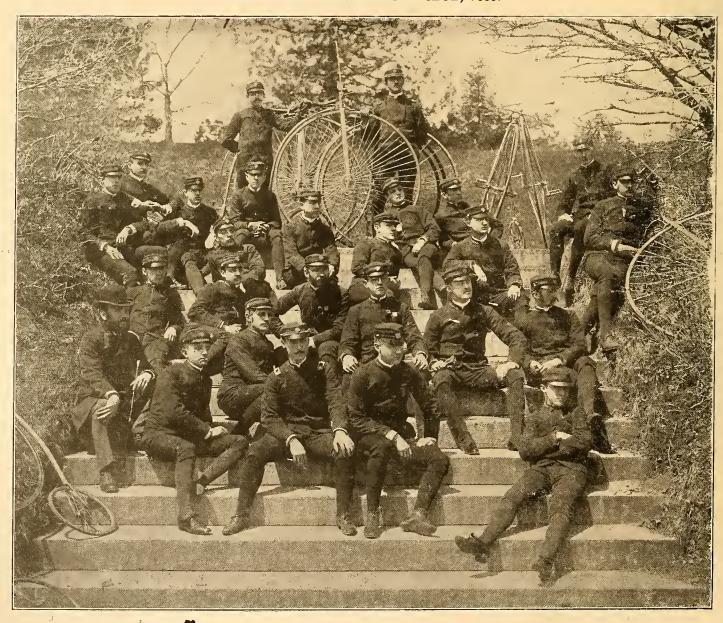
from the League than any man who ever held the presidency.

Aside from the presidency, the Racing Board was the man-making department of the L. A. W. It first brought Abbott Bassett to the fore, when, as chairman during the days of "makers' amateurism," he at one fell swoop and on the eve of a Springfield meet, professionalized Rowe, Hendee and all the then top-notchers of the track. It created a tremendous furore which led to the formation of a rival, but shortlived, organization, the American Cyclists' Unlon.

Gerry Jones, of Binghamton, N. Y., a son of the then Lieutenant Governor, occupied the office in 1887, but he was chiefly notable for his work behind the scenes for the "Liberty Bill."

Charles S. Davol, of Warren, R. I., and Howard E. Raymond, of Brooklyn, who, by comparison with such weaklings as Charles E. Raudall and eGorge S. Atwater, towered high. Davol, a powerful, determined man, who believed in action, not words, and who, when he spoke or wrote his mind, did so in language that if not diplomatic, was emphatic and uumistakable. He went at things in a straight line. He was no trimmer, nor seeker for applause. He hewed to the line and cared not a rap where the chips fell. Raymond, beloved of those hybrids Class A and Class B, was brought in a night from the comparative obscurity of Brooklyn club life and the real estate and insurance business into the full glare of the League calcium. He was aloofish, but quickly acquired a balance and a complacency that surprised even his friends. His term was full of knots, and when he could not cut or unravel them he simply smiled a smile and made another knot, believing apparently in the divine sentiment stamped on our daddies' dollars. He was an expansive sort of man, who tried to carry himself well and who did so. After Raymoud came Gideon—gentle, soft-spoken "Gid," and after Gideon, Mott—dear, grandmotherly Mott, who, when he assumed office proclaimed that his young bride would be chairwoman. She was such. After Mott, or rather during Mott, there came chaos, and then the N. C. A. and Batchelder.

THE BROOKLYN BICYCLE CLUB, 1883.



The Early Clubs; Their Useful and Strenuous Lives

As was the case in relation to most of the other early moves in the world of bicycling here, club life had its inspiration in the person of Frank W. Weston, who issued the call for the formation of the first one. So great has been the influence of the clubs and of clubmen in the development of the sport that it is difficult to appraise it. So all important was the part they have played that the major part of the history of cycling might be said to be but the history of the clubs written large.

It was the club that created the comradeship of the road; that fostered a fellowship which doubled pleasures and cut all woes in twain and aroused envy in those beyond the pale. It was the spirit of the club that nurtured the first transplanted slip of enthusiasm and cultivated it to healthy bud and bloom. It was the club that proselytized and made new riders, and doing this it was the club that so spread the seed of interest as to warrant the beginning of manufacture in this country.

It was the club that piloted the manufacturer into the paths of improved designs and equipments, for it was in the clubrooms that the habitual riders aired their experiences and ideas, until from the flint and steel of argument were struck the sparks of true invention. In the old days every man in the cycle trade was a club member, and usually a good one.

it was the club that in the days of prejudice and persecution stood united as a phalanx and fought successfully the bitter fights of the pioneer that were necessary—first it was for the bare right to ride on walk or road, later it was for the privilege of the houlevards and parkways, then the right to go untaxed and untagged, and afterward it was the club power in the League that compelled the recognition on the statute books of the bicycle as a vehicle, entitled to all the rights enjoyed by older vehicles.

It was the club idea that founded the League of American Wheelmen, and that institution saw its summest days when its cornerstones were clubs.

First came and with us yet remains the grand old Boston Bicycle Club, with its roster of hallowed named and history of haleyon days. Very fittingly, and it almost might be said, necessarily, the birthplace of this first of all bicycling organizations was in Boston, the city that was the cradle of the sport. It was appropriate also that it should be formed in the first cycle store, that of Cunningham, Heath & Co., at 178 Devonshire street. All was in keeping with this pioneer movement—the proposition for the organization of the club was made in the first issue of what is now The Bicycling World, then the American Bicycling Journal, and as in the case of the first

store and the first cycling journal, the prime mover was the enthusiastic Frank W. Weston, "Father of Cycling." In the initial number of the American Cycling Journal, Dec. 22, 1877, appeared a card signed by Cunningham, Heath & Co., of which Weston was a member, requesting the editor, Weston, to "favor us by affording in your columns publicity to the fact that we have of ened in our office a book for the signatures of those gentlemen who wish to become members of the Boston Bicycle Club when same is formed. We hope our city

Typical Clubman of the '70's.



CHAS. M. KNIGHT Capt. Essex B. C. in 1886

will be able to claim the first organized bicycle club in the United States, and to that end would ask all interested to call and sign without delay. As soon as a sufficient number of signatures are secured a meeting for organization will be called, at which a committee on membership will be appointed, before whom all of said signatures will be laid for approval. By this method a select membership, in the strictest sense of the word, will doubtless be secured."

On Tuesday, February 12, 1878, it was deemed that the sufficient number of signatures had been obtained, and fourteen men met at 178 Devonshire street and proceeded to form the Boston Bicycle Club by the election of the following officers: President, George B. Woodward; captain, Thatcher Goddard; senior sub-captain, Edward Preble; Junior sub-captain, Arthur Stedman; secretary and treasurer, H. S. Mann; committee, Harold Williams, J. L. Curtis and W. R. Whitney. Mr. Mann declined the office of secretary and treasurer, and Frank

W. Weston was then elected to the place, and he has occupied it ever since.

The stated objects of the club were the mutual enjoyment by its members of bicycling as a pastime, the promotion of club ticable and enjoyable aid to locomotion by example, of the use of the bicycle as a pracmeets, tours and races, the promotion, by the general public. The first club run was held on March 9, 1878, and the full membership of fourteen participated.

The Boston Bicycle Club did not establish a permanent headquarters. Its meetings were generally held at Vossler's Cafe. It remained for the second cycling organization, the Suffolk Bicycle Club, also of Boston, to be the first to establish a meeting room of their own, furnished with charts and cycling publications, and to rent a stable for the wheels of the members.

White-the Boston Bicycle Club boasted of the real and only pioneer riders, Daiton, Chandler, Weston and others, the Suffolk Club stood for the aristocracy of cycling. It was the organization of the blue-blooded wheelmen of New England. In its first lists are found the names of George E. F. Eiliot, Edward E. and Hamilton W. Cabot, G. Tappan Francis, W. H. Aspinwall, George R. Agazzi, D. H. Coolidge, Jr., Russel S. J. and John G. Ccolidge, Richard H. Dana, third and fourth, and such other good old names as those of Tebbets, Tilden, Minot, Bullard, Chandler, Adams and Bigelow.

After the first one was established clubs began to spring up in other places. From Boston the seed was carried to Bangor, where a short lived organization was formed. Next the spirit leaped to San Francisco, then to Montreal, and back again to Massachusefts, down to Washington, where a famous body was formed, and up again to Fitchburg.

From the Essex Club of New Jersey came Lewellyn H. Johnson, the first amateur champion, and Herbert W. Knight, for years one of the leading men in the L. A. W. From the Chicago club came Buriey B. Ayres, the great tourmaster. The New York Bicycle Club furnished the inspiration of the L. A. W. in the person of C. Kirk Munroe, who conceived the project and issued the call for the meeting, while the Boston club furnished the first president in the person of Charles E. Pratt.

The Germantown club brought forward "Joe" Pennell and George D. Gideon, the Brooklyn club Howard Raymond and isaac B. Potter, the Buffalociub, George R. Bidwell, and the Massachusetts club the whole Pope family.

It was the Brookiyn club that fought to a finish the absurd ordinance that forbade the riding of bicycles in the streets of the city between the hours of 10 a.m. and 3

p. m. On April 26, 1880, the aldermen of the City of Churches passed a resolution that would permit cyclists to ride at any time, but requiring them to carry lights at night. This was not carried, however, without opposition and until there had been a sharp discussion in the board, parts of which at this distance in time are very funny and yet call to mind the fact that the automobilist is even now meeting with similar ignorant prejudice.

Alderman Ray objected because Bedford

mit cyclists to actually use the roads of Prospect Park between the hours of sunrise and 9 o'clock in the morning, but a drill examination as to ability and a license badge had to be worn by all park riders. Before that bieycles were allowed only on the footpaths. The use of the park roads in New York and Brooklyn were more or less restricted until the Liberty bill, drawn by I. B. Potter, of the Brooklyn club, was passed in 1887.

In San Francisco also the club had to

clubmen stood the brunt of all the abuse meted out to cyclists in the early days, and, standing shoulder to shoulder, cleared the way for an unrestricted indulgence in the grand sport. The early riders were abused and frequently assaulted on the road. They had to be organized in order to compel recognition.

Following is a list of the first twenty-five clubs:

(1) Boston Bicycle Club—Founded February 12, 1878. President, George B.

CITIZENS BICYCLE CLUB, NEW YORK, 1883.



1, George Paillard; 2, Major White; 3, Professor Miller; 4, Edwin Oliver; 5, Dr. N. M. Beckwith; 6, John C. Gulick; 7, George M. Huss; 8, W. C. McCormack; 9, A. E. Paillard; 16, Philip Fontaine; 11, W. C. Bryant; 12, Thomas C. Smith; 14, Charles E. Nichols; 15, Elliott Mason.

avenue had become a race course for young men, and if the restricting ordinance was repealed there would be twenty bicycle clubs formed on Bedford avenue within a month. He thought that boat clubs had as much right to run their boats on wheels along Bedford avenue as bicyclers had to use that thoroughfare, Alderman Stewart said he objected to turning streets of the city into playgrounds for boys. Men would not ride bicycles, Only boys rode them. Mr. Stewart also moved to exclude Sundays, He thought bicycles should not be ridden on Sundays.

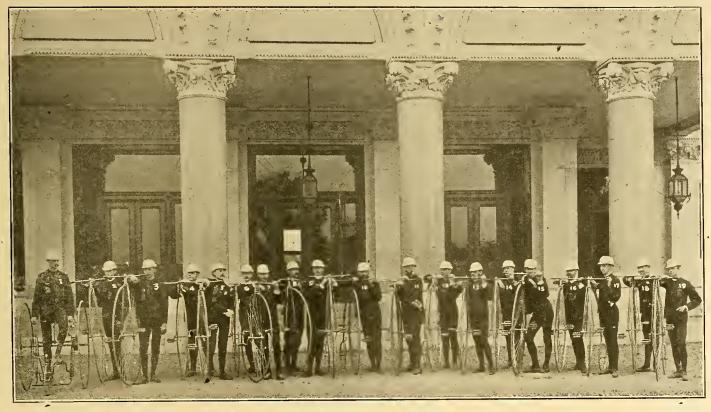
The Mayor of Brooklyn would not veto the measure, but urged cyclists to submit to being licensed; but this the clubmen successfully opposed. About the same time the park ordinances were amended so as to perhave repealed an ordinance that prevented them from riding in the city streets.

Early in November, 1879, five members of the Brockton Bicycle Club were fined \$10 each on a spiteful complaint of riding on Sunday. The club appealed, and the judgment was reversed.

It was a trio of members of New York clubs, William M. Wright and S. Conant Foster, of the Mercury Club, and H. H. Walker, of the Manhattans, who, in 1881, were arrested to make a test case of the legality of excluding cyclists from Central Park, and it was Colonel Albert Pope, of the Massachusetts club, who furnished the sinews of war, to the extent of \$9,000, to contest the case through the higher courts, only to have a decision against the cyclists rendered. So it was that the clubs and the

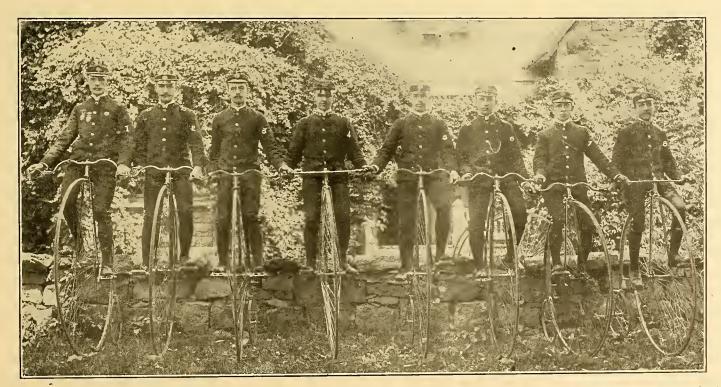
- Woodward; captain Thatcher Goddard; secretary and treasurer, H. S. Mann.
- (2) Suffolk Bicycle Club, Boston—Founded April 13, 1878. President, A. D. Chandler; captain, J. C. Sharp, jr.; secretary and treasurer, F. E. Cabot,
- (3) Bangor (Me.) Bicycle Club—Founded September 1, 1878. Secretary, A. E. Meigs.
- (4) San Francisco Bicycle Club—Founded November 28, 1878. President, R. De Clairmont; captain, G. Loring Cunningham; secretary and treasurer, Charles L. Barrett.
- (5) Montreal (Can.) Bicycle Club—Founded December 2, 1878. Captain, Charles J. Sidey; secretary and treasurer, Horace S. Tibbs.
- (6) Massachusetts Bicycle Club, Boston— Founded February 1, 1879. President.

CONNECTICUT BICYCLE CLUB, HARTFORD, IN 1882.



1. F. W. Davis. 2. H. L. Conklin. 3. R. F. Way. 4. C. P. Kellogg. 5. T. S. Steele. 6. W. H. Champlin. 7. C. G. Huntington, 8. George H. Day. 9. H. S. Redfield. 10. George H. Burt. 11. Stephen Terry. 12. Charles E. Chase. 13. A. H. Bradley. 14. A. J. Wells. 15. George E. Leffingwell. 16. F. E. Belding. 17. L. B. Hubbard. 18. W. S. Colton. 19. F. C. Billings.

THE FAMOUS DRILL TEAM OF THE KINGS COUNTY WHEELMEN, BROOKLYN, 1884



1. Edw. Pettus. 2. John Miller. 3. T. C. Crichton. 4. Vincent Chapman. 5. Ephraim Johnson. 6. M. L. Bridgman. 7. Robert Knox. 8. John H. Long.

- Albert A. Pope; captain, Edward W. Pope; secretary and treasurer, H. E. Parkhurst.
- (7) Capital Bicycle Club, Washington, D. C. —Founded February 7, 1879. President, Max Hausmann; captain, H. S. Owen; secretary and treasurer, L. P. Einolf.
- (8) Fitchburg (Mass.) Bicycle Club—Founded February 21, 1879. President, W. W. Clark; treasurer, E. L. Caldwell; secretary, W. G. A. Wilson.
- (9) Buffalo Bicycle Club—Founded February 22, 1879. President, G. F. Chavel; acting captain, G. F. Chavel; secretary and treasurer, J. T. Gard.
- (10) Salem Bicycle Club—Founded March 1, 1879. President, A. L. Huntington; captain, F. M. Paine; secretary and treasurer, C. M. Buxton.
- (11) Essex Bicycle Cinb—Founded March 8, 1879. President J. Lafon; captain L. H. Johnson; secretary and treasurer, Herbert W. Knight.
- (12) Worcester Bicycle Club—Founded April 9, 1879. President and captain, Fred S. Pratt; secretary and treasurer, George M. Doe.
- (i3) Harvard Bicycle Club—Founded April 17, 1879. President, George W. Twombly, '79; captain, M. Tilden, '81; secretary and treasurer, R. C. Sturgis, '81.
- (14) Philadelphia Bicycle Club Founded May 22, 1879. President, Thomas K. Longstreth; captain, Henry Longstreth; secretary and treasurer, H. A. Blakeston.
- (15) Brockton Bicycle Club—Founded June 1, 1879. President and captain, K. W. Shaw; secretary and treasurer, Fred. B. Howard.
- (16) Brooklyn Bicycle Club—Founded June 21, 1879. President, Edwin J. Adams; captain, C. Koop; secretary and treasurer, T. H. Muir.
- (17) Providence Bicycle Club—Founded July 7, 1879. President, Albert Carpenter; captain, E. G. Thurber; secretary, E. C. Churchill.
- (18) Challenge Bicycle Club, Pittsburg, Pa.— Founded July 25, 1879. Captain, R. E. Waring; secretary and treasurer, J. L. Cole.
- (19) Waltham Bicycle Club—Founded August 1, 1879. President, Walter D. Hatch; captain, Henry B. Colby; secretary and treasurer, Fred. E. Draper.
- (20) Chicago Bicycle Club—Founded September I, 1879. President A. W. Mc-Clure; captain, Fred H. Browne; secretary and treasurer, George D. Hoffman.
- (21) Detroit Bicycle Club—Founded September 2, 1879. President, Louis 1. Bafes; captain, N. B. Conger; secretary and treasurer, J. C. McCaul.
- (22) Germantown Bicycle Club, Philadelphia—Founded September 3, 1879. President, Dr. A. F. Muller; captain, W. H. Poley; secretary and treasurer, J. Pennell.
- (23) Pennsylvania Military Academy Bicycle Club, Chester, Pa.—Founded Sep-

- tember 11, 1879. Captain and secretary, G. W. Morton.
- (24) Cleveland Bicycle Club—Founded September 30, 1879. President, T. B. Stevens; captain, J. H. Wade, jr.; secretary and treasurer, Alfred Ely, jr.
- (25) Amherst Bieycle Club—Founded September, 1879. President, E. G. Rand; secretary and treasurer, H. A. Tucker.

The City Man.



F. G. BOURNE, CITIZENS B. C. NEW YORK

The Country Boys.



Ten of the first twenty-five, as will be noticed, were in Massachusetts, which was for the first few years the centre of cycling and the one in which the bicycle was treated as a vehicle and no restrictions placed in its way.

Of these pioneers of the seventies several

are still in existence. While no longer maintaining a clubhouse, the good old Boston Bicycle Club is still very much alive. The Massachusetts club is not only alive and splendidly housed, but under its active and veteran captain, "Lon" Peck, it is a cycling club in the full sense of the world, which is not true of the Capitol, the Brooklyn or the Philadelphia, which now are largely social organizations. The Essex and the New York Bicycle clubs (formed December 18, 1879), are also kept together after a fashion, meeting annually for sake of "Auld lang syne." Of the other clubs organized previous to 1880, of which there were forty, the Hartford (Conn.) Wheel Club and the Yonkers (N. Y.) Bicycle Club also exist; both have clubhouses, but the former, at least, is a wheel club in name only.

Of the small army of clubs that came into being during the early eighties few now remain. The Mercurys and Manhattans, of New York, were short lived. The once famous Ixions, reminiscent of Egan, Pitman, "Irv" Shaw, Kitching, the Peolis and the rest, was swallowed up by the New Yorks, and the New Yorks are now little more than a preserved memory. The Citizens, most solid of metropolitan clubs, was long since gathered to the New York Athletic Club, but "Fred" Bourne, now the head of the Singer Sewing Machine Co.; "Phil" Fontaine, John C. Gulick, "Tommy" Smith, "Dick" Nelson, Dr. Beckwith, Elliott Mason and the others are still to memory dear, and, better, most of them are still wheelmen.

Though the once noted Ilderans, of Brooklyn, long ago gave up the ghost, the Long Island Wheelmen, prolific of Luscomb and the Shares, is still with us, while the invincible Kings Conntys, undisputed "kings of the road" and whose drill team, under "Ed" Pettus, was long since scattered and no longer does stunts, it is still breathing and throbbing with cycling life. Neither the Hudson County Wheelmen, the Union County Roadsters, the Orange Wanderers, the New Brunswick or the Elizabeth Wheelmen longer raises dust on the roads of New Jersey; the Connecticut Bicycle Club-"Pope's club," they sometimes called it-is on the roll of missing; where the Marylands, Baltimores and Centaurs once clashed in fierce but friendly rivalry there is a new crop; the Chicagoes and Illinois are at peace; the St. Louis Ramblers are no more to beguile the tenderfeet onto the lung cracking hills of the De Soto Road, and "Jack" Rogers, "Dick" Oellers, Arthur Young, the Stones and the rest are as strange names to the present-these, all these and many others, are memories, but memories that will paint Pleasant pictures for many of the old boys who can recall their deeds and how they were done.

"The Motor: What It Is and How It Works." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York.

SOME OF THE IXIONS AND NEW YORKS.



1, Will R. Pitman; 2, Frank A. Egan; 3, A. Y. Pringle; 4, William F. Wall; 5, Herman Guston; 6, John G. Peoli; 7, Percy M. Harris; 8, M. G. Peoli; 9, Harry M. Archer; 10, Irving M. Slaw; 11, John H. Tripler; 12, Fred M. Daniels; 13, H. E. Lansing; 14, W. A. de Goicouria; 15, Morgan Marshall; 16, Richard A. Kolb; 17, Paul P. Wilcox; 18, A. H. Granger; 19, B. G. Sanford; 20, Oscar G. Moses; 21, Howard Conkling; 22, George S. Daniels; 23, J. Oswald Jimenis; 24, Frank W. Kitching; 25, L. C. Breyfogle; 26, William A. Keddie; 27, Albano Peoli; 28, W. C. Montanye; 29, John A. Sutherland; 30, C. E. Deppler; 32, T. S. Haight; 33, W. A. Whiting.

LONG ISLAND WHEELMEN, BROOKLYN, 1884.



1. Buchanan, 2. Abbott, 3. Mabie, 4. Frank Donaldson, 5. Arthur Guy, 6. D. C. McEwen, 7. W. W. Share, 8. C. H. Luscomb, 9. Quick, 10. W. H. H. Warner, 11. Pettit, 12. Aug, Kolb, 13. Baldwin, 14. E. W. Mersereau, 15. Henry Donaldson, 16. Vivian, 17. West, 18. Sayre,

NEVERLEAK PATENTS WIN

UNITED STATES COURT JUDGE= MENTS IN THEIR FAVOR.

URING the past eighteen months we have refrained from burdening the trade with any particulars of the rather extensive number of suits brought by this Company against infringers of our Neverleak Patents: The result of our silence seems to have led some of our friends and customers to think that we were not prosecuting our rights as vigorously as formerly

In order to dispel this impression we take advantage of this occasion to state that since last report, judgments have been obtained Pro Confesso in favor of our patents in the United States Courts against the following parties: Edward W. De Bow & Co., New York City, manufacturers of "Cyco," Calvert & Bope, Proprietors of The Empire Mfg. Co., Buffalo, N. Y, makers of "Empire Tire Fluid" and Arthur Boyce, Philadelphia, Pa., manufacturers of "Lightning Tire Fluid." These judgments are permanent and forever restrain these defendants from directly or indirectly manufacturing, using, selling or offering for sale any liquid semi-liquid or other compound for closing punctures or leaks in pneumatic tires.

A number of other suits have been instituted by us and as we obtained perfectly satisfactory settlements we will not publish their names. Several other suits are now pending and one has been discontinued on account of infringement being discontinued. Below we give titles of the three Judgments obtained in order that any interested person may investigate them.

Decree and Injunction in United States Court Southern District of New York in case against De Bow and McCarthy entered in March, 1902, for infringing Buffalo Specialty Mfg. Co.'s patents Covering Automatically closing punctures in pneumatic tires.

Decree and Injunction in the United States Circuit Court, New Jersey, in case against Arthur Boyce, entered in March, 1902, for infringing Buffalo Specialty Mfg Co.'s patents covering automatically closing punctures in tires.

Decree and Injunction in the United States Circuit Court, Western District of New York in case against Calvert and Bope, entered in July, 1901, for infringing Buffalo Specialty Mfg. Co.'s patents covering automatically closing punctures in pneumatic tires.

\$25.00 REWARD. For information about dealers using or handling infringing tire fluids. WRITE FOR CONDITIONS.

NEVERLEAK and GLINES LIQUID RUBBER are the only fluids that can be legally used in pneumatic Tires.

BUFFALO SPECIALTY MFG. CO.,

BUFFALO, N. Y.

Sole Owners of Neverleak Patents.

The First and Last Cycling Journal and the Others.

The first cycling journal-this one-and the first bicycle store were inangurated simultaneously on December 22, 1877, at No. 178 Devonshire street, Boston; the store, that of Cunningham, Heath & Co., was announced= in that issue, the announcement occupying the outside of the back cover. As the first bicycle advertisement that ever appeared in this country, it is of historic interest; it was

ance was irregular. On that date Mr. Weston sold a half interest to Mr. Edward C. Hodges, and the name was changed to the Bicycling World. Mr. Hodges's means permitted the establishment of the journal on a sound footing, Charles E. Pratt being engaged as editor and manager, and thereafter it appeared regularly every other week and in vastly improved form.

The publication office was at No. 40

Abbot Bassett, 1884-86. C. W. Fourdrinier succeeded Bassett in 1886, and continued in service until 1898, when the present incumbent, R. G. Betts, assumed the editorial reins. Throughout all these years, and until 1900, Mr. Hodges remained the financial sponsor of the publication. In the fall of that year it became the property of its present publishers, the Goodman Co., and was soon after removed to New York, on Septem-

THE FIRST PAGE OF THE FIRST PAPER.



Boston December 22, 1877.

Price 10 Cents

Reader, we sainte you. We stand, as it were, on your bospitable threshold, but in hand, and with much of the feeling which might be supposed to possess an unbilden guest, who, with seant introduction, presents himself beping for your favorable notice. In that guests, though unbidden, are not necessarily nawdeome,—nay, are sometimes the more welcome, from their being measured, the sour hier being manufacture, useful only us a vehicle for gymmatic exercites. Some third welcome is not the control of the source of your immediate sufferance and of your future cordial revettings. The future read of your future cordial revenings in the future of the sound to end of the Biegele cannel. Reader, we salute you. We stand, as it were, on your bospitable threshold, but in hand, and with much of the feeling which might be supposed to possess an unbilden guest, who, with scant introduction, presents himself beping for your favorable notice. In that guests, though unbilden, are not necessarily unavelcome,—nay, are sometimes the more welcome, from their being unexpected, lies our chief hope of your immediate sufferance and of your future cordial greetings. The former we count upon—the latter it shall be war nim to deserve. The reasons which have actuated us in 50 soon lauching our little barque upon the waters of your favor are manifold. One of them, and the chiefest, may never have occurred to you until this minute—it is simply this—you need to be differ from us, and possibly you do, bear with us for a month or two. Try us, give us a chance, and we promise to prave to you either that we are right, or else—that you are not the sort of nam we took you fire. We will not dealy you now by going into my of our other reasons, they will manifest themselves in due course, but in order that you may appreciate what sort of a guest this las whe thus seeks an invitation to your unaluganty, we will crave your kind attention while we devote a tew words to a brief description of the

chanical principles, the neme of graceful strength combined with delicute construction, affording to its rider a maximum of speed in return for a minimum of effort and exertion, with delicate construction, affording to its rider a maximum to deserte. The reasons which have actuated us in so soon lautching our little barque upon the waters of your favur are manifold. One of them, and the chiefest, may never have occurred to you until this minute—it is similate—it is

THE FIRST ADVERTISEMENT EVER PUBLISHED

THE AMERICAN BICYCLING JOURNAL. GUNNINGHAM HEATH&CO

IMPORTED

DEVONSHIRE ENGLISH BICYCLES.

CUNNINGHAM, HEATH & Co.,

Are now prepared to receive orders for

"Duplex Excelsior," "Challenge,"

"Tension."

AND ALL OTHER MAKES OF STRICTLY FIRST-CLASS MACHINES.

Intending purchasers are directed to send in their orders at once, the demand in England being so much ahead of the supply that it has been found impossible to get orders for FIRST-CLASS machines, of average sizes, filled in less than from two to four weeks from the date of receipt by manufacturers.

By telegraphing per Atlantic Cable, a fortnight can be saved, and C. H. & Co. are now preparing a special code with the manufacturers for that purpose.

C. H. & Co. intend eventually to keep all the first-class machines in stock, but at present, for reasons stated above, they can only supply purchasers in rotation, as their orders have been, or may be received.

Some stated above, they can any supply purchasers in rotation, as their orders have been, of may be received.

Western, Southern and Canadian purchasers are informed that, pending the establishment of Brench Ageocies, their orders should be forwarded to C. H. & Co., direct, who will give their favors special attention.

Price lists will be forwarded on receipt of application, with which stamp should be euclosed.

CUNNINCHAM, HEATH & CO.,

IMPORTERS OF ENGLISH BICYCLES,

178 Devonshire Street.

Boston, Mass.

the only bicycle advertisement in the paper; the others were merely the cards of inns and road houses in and adjacent to Boston. The editor and proprietor was, of conrse, Frank W. Weston, though his name does not ap-

At that time the publication was entitled the American Bicycling Journal; its headpiece and front page being shown by the accompanying reproduction; it consisted of sixteen pages, the reading matter being made up largely of clippings from the English press. Until November 15, 1879 its appear-

water street until October, 1881; then at No. 8 Pemberton Square until February, 1886; then at No. 179 Tremont street, overlooking the Common; then at No. 12 Pearl street for many years; later in Oliver street, when it was the official organ of the league in its palmy days; and later in Stanhope street, which was its last Boston home,

Charles E. Pratt was editor until February 25, 1881, and was succeeded by Louis R. Harrison. The latter was in harness but a short time. Other editors were William E. Gilman, 1881-'83; J. S. Dean, 1883-'84;

ber 1. Three years before it had absorbed the American Cyclist, then published in Hartford, Conn., by Joseph Goodman, the now president of the Goodman Co. The other officers are R. G. Betts, treasurer, and F. W. Roche, secretary. Mr. Betts's associate editors are S. Wallis Meerrihew and A. N. Jervis. Before the publication had been established in New York a fortnight it purchased The Wheel, the only one of the several metropolitan publications that then snrvived.

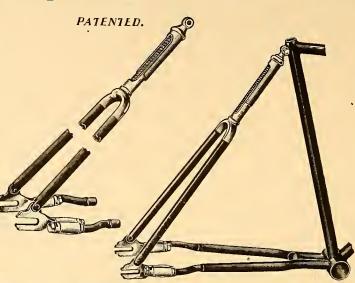
The second venture in cycling journalism

Standard Spring Frame Attachment

SIMPLEST
STRONGEST
MOST
DURABLE
MOST
COMFORTABLE
NEATEST
HANDSOMEST

Every Jobber should Catalogue, and every Manufacturer should use the Standard.

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Subjected to three years practical test in all kinds of weather and all kinds of roads & & Absolutely perfect.

Write for prices and Descriptive Matter

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THE KELSEY COMPANY, (INC.)

BUFFALO, N. Y., U. S. A.

The Rapid Transit Delivery and Child's Carriage Attachment, (Patented.)

A WHOLE DELIVERY WAGON OR * CHILD * CARRIAGE

that can be attached to any bicycle in two minutes. Made with open bodies or detachable top to make closed body, or with Child carriage. & & & & &

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1903 #

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AUTO MO BILE
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The most economical method for deliveries that can be employed by retail dealers, and a valuable adjunct o delivery system of the big Stores. A safe Child carriage. & & & & &

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ELECTROS FURNISHED FOR CATALOGUES

Manufactured by THE KELSEY COMPANY, (INC.)

BUFFALO, N. Y., U.S. A.

was The Wheel, of New York. Frederick Jenkins was one of three men who launched this venture, on September 25, 1880, but after a few weeks he was sole proprietor. Julius Wilcox became associate editor in its second year. Jenkins was a bright fellow with the pen, and there were many animated discussions between the Boston and New York journals. In 1883 The Wheel displaced the World as official organ of the L. A. W., and held the contract a single year. Edwin Oliver joined the forces of the paper at this time. His writings were always bright and witty, and he proved a forceful addition. In 1885 both Jenkins and Oliver retired and were succeeded by Frank P. Prial, who put the paper in the first rank of cycling journals and remained in proprietorship till the paper was merged in the Bicycling World. Frank A. Egan, of New York, grew up with The Wheel, and his ready wit and prolific fund of humor gained for him wide repute. At one time Egan was a correspondent for about a dozen cycling periodicals, and wrote over a different pseudonym for each. To old timers, however, he is best remembered as "The Owl." John C. Wetmore was another of the early contributors to The Wheel, and the other papers, who, as "Jonah"-a name that still clings to him-became widely known and read, and is one of the few who are well remembered. Wetmore was a prolific writer on all cycling subjects, and, without pay, contributed reams of good "copy." He was then, as now, a bundle of nervous energy, with a soft heart and an overflow of enthusiam. Prial himself was one of, if not the eleverest, crispest writers that ever had to do with the cycling press. He could put life and sparkle into the "deadest" subject, and had command of a flow of adjectives and of apt similies that any man might

After The Wheel came The Wheelman, an illustrated monthly magazine, which was started, with the Pope Mfg. Co. as backer, in October, 1882. Its aim was to furnish literature of the wheel in an attractive form. S. S. McClure, now the head of McClure's Magazine, was managing editor; J. F. Mc-Clure, his brother, and J. S. Phillips, of Harvard, class of '85, with Charles E, Pratt as contributing editor, were the staff. The McClures and Phillips are now conducting McClure's Magazine and other publications. The magazine gave us poems, stories and pictures of the wheel, and was a fine medium for the writings of President Bates, the humorist; S. Conant Foster, J. Preston True and Charles Richards Dodge, poets, and Charles W. Reed and C. G. Copeland, artists. The magazine ran fifteen numbers as The Wheelman, and was then consolidated with Outing and the word "Wheelman" disappeared from the title. At this time Theodore Roosevelt was chief stockholder in the company, and his sketches of ranching and shooting in the West were prominent features in the reconstructed magazine. During its short career as a

eycling magazine The Wheelman made a fine record for itself. Under its auspices Thomas Stevens was sent around the world on a bicycle, and his descriptive articles were published by the magazine.

The Wheelman's Gazette, started by Harry E. Ducker at Springfield, Mass., in April, 1883, for the purpose of advertising the Springfield tournament, was issued monthly. It had what might be called a glorions career for a few years. Its beauty was its typography. The Amateur Athlete, April 4, 1883, started by Oliver & Jenkins, as the official organ of the N. A. A. A. A., passed into the hands of the Baird Brothers, of New York, in 1884, and was made the official organ of the L. A. W. It was a most unsatisfactory organ, and at the end of the first year the contract was terminated and the league started its own paper, the L. A. W. Bulletin. Other papers at this time were the Philadelphia Cycling Record, published by H. B. Hart and continued for a single year, 1884 to 1885; the Western Cyclist, 1884; Ovid, Michigan, with W. C. Marvin as editor; The Bicycle, July, 1884, by Frank X. Mudd, of Montgomery, Ala.; The Canadian Wheelman, September, 1883, published until within a few years; Cycling, at Cleveland, O., consolidated with Wheelman's Gazette after a few issues. On July 2, 1885, was published the first paper which the L. A. W. could call its own, the L. A. W. Bulletin, with Eugene M. Aaron as editor in chief, published in Philadelphia, the home of its editor, who was secretary of the L. A. W. The L. A. W. now had a first class paper, well edited and with a large corps of contributors. But good things come high, and at the end of the first year the league found itself deeply in debt on account of its venture and saw little hope for escape. Things grew from bad to worse, and at the end of 1886 Editor Aaron resigned, and Abbot Bassett, the new-secretary-editor of the league, took charge. The Cycle was started by Abbot Bassett on April 2, 1886. It gave him a chance to make the most of his fund of humor, but lived less than a year. The Southern Cycler, November 4, 1884, monthly, was an exponent for Southern riders of the wheel. It was published at Memphis, Tenn., by W. L. Surprise, Further South was Bieycle South, December, 1884, monthly, published at New Orleans by Hunter & Genslinger. The Star Advocate, March, 1885, was published by E. H. Corson at East Rochester, N. H., as an exponent of those who rode the Star bicycle. The American Wheelman, August, 1885, was a tart monthly, edited by L. C. S. Ladish at St. Louis, Mo. Other early and short lived papers which gained more or less fame, principally less, in the early days were the Vermont Bicycle, West Randolph. Vt.; the Yale Cyclist, the Maine Wheel, Bangor, 1884, and the Wheelmen's Record. ludianapolis. The last mentioned was the first serious attempt at an illustrated paper, and was clever enough to give promise of

greater things when its editor, George S. Darrow, fell ill and passed away.

Later papers came into being when cycling became firmly established and when there was advertising patronage to be had. At Hartford Joseph Goodman started the American Cyclist in 1891. It was a monthly devoted to a review of events and articles upon current topics. Charles G. Huntington, who had made a reputation over the signature "X. C." in the Wheelman's Gazette, was editor. In 1888 the Referee was established at Chicago by Sam S. Miles, an English long distance runner of some reputation, who drifted to Chicago and into Chicago journalism. His first Referee was a pink blanket sheet that excited lots of ridicule, but Chicago was then a seething caldron of club rivalry and warfare, and by sticking to it Miles ultimately made his paper a distinct success. In 1890, February 5, George K. Barrett and A. H. Van Sicklen put forth the first number of Bearings in Chicago. It sailed in to attack Miles, and when it grew weary it changed its form, engaged an artist, A. T. Merrick, and went in heavily for illustrations and scored a hit. In 1894 Cycling Life, Chicago, was born, with Walter Wardrop as editor. Wardrop was a Dublin University chap, who had turned up on a Chicago daily. He had grasp of a masterful pen, and made his paper notable for its polished diction and depth of thought. Later the three Chicago papers consolidated under the title Cycle Age, and only recently took down that sign.

The American Wheelman, which had merely existed in Buffalo, was removed to New York in 1894, and prospered here for a few years under H. L. Saltonstall. It is remembered best as a mudslinger. The magazine Good Roads was established by the L. A. W., the first number bearing date of January, 1892. After two years of life Sterling Elliott, of Boston, took charge of the periodical. The first number under the new management was issued from No. 12 Pearl street, Boston, in April, 1894. One year of life in its initial form was all that Good Roads could stand. The Cycling Gazette, published in Cleveland, O., by the Grossman brothers, and edited by Charles W. Mears, was previously a theatrical journal, which branched into cycling when cycling waxed large and abandoned soubrettes, and then made quite a mark. Becoming ambitious, it was removed to New York and was there swallowed up.

Such is an incomplete roster of the cycling press, for during the boom days papers sprang up like mushrooms. At one time there were more than fifty of them. The Bicycling World saw them all grow and has seen them all wither and dic. It alone remains, The first, it is now the only one.

"The A. B. C. of Electricity" will ad you in understanding many things about motor bicycles that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York.

ONE OF THE EARLIEST, BEST AND MOST STEADFAST FRIENDS OF CYCLING.



"PATRON SAINT" OF THE BICYCLING WORLD AND FOR 20 YEARS PRESIDENT OF THE EOSTON B. C.

Edward C. Hodges; A Friend Indeed.

If cycling and the Bicycling World ever had a "patron saint" it probably was Edward C. Hodges, of Boston-"Ned" Hodges, of the old guard. So far as concerns the Bicycling World, at any rate, there is no doubt about it. "Patron saint" conveys but a faint suggestion of the part he played in its career. Without him it might never have reached its third birthday, much less its twenty-fifth. When Founder Weston had wearied or been overtaxed by carrying the unprofitable load, it was Mr. Hodges who stepped into the breach and supplied the financial nourishment necessary to its existence. The paper was then a puny infant and published fitfully. There was practically no trade and small promise of great expansion. There was nothing about the paper to attract the man seeking interest on an investment. But Hodges was not seeking anything of the sort. His heart was then, as ever, with the bicycle. His blood was of the bluest of New England, his family a proud one and their purse ample, and it was this purse that "Ned" Hodges was ever opening when a cycling cause required it. How much and how freely he gave of it will never be known. It is reasonably safe to say that no man connected with cycling ever gave more and received less in return. Whatever he did was

done unostentatiously. Reserved and inclined to taciturnity, and although in the vanguard of all movements, he never sought the glare of the footlights-never posed, never bubbled, never sought office. His enthusiasm was of the deep and quiet sort. The few offices with which he was honored, first the captaincy and later the presidency of the Boston Bicycle Club, sought the man; and vet he probably could have had any title within the gift of the club pioneers or League leaders had he desired or expressed a wish for it. He rarely spoke much in meetings, but when he did speak it was to the point, and said in a fashion that indicated the backbone of the man.

This backbone was of iron; in fact, Hodges was once described as a man with a soft heart, a hard head and an unbreakable backbone. He is game to the core. No man ever heard him murmur or complain. He was never known to turn back. For pretty much all of twenty years his hand was in his pocket, financiering the Bicycling World. In its infant days it was all outgo and no income, When the trade and the publication waxed strong, and there was prospect of some return, the paper contracted to become the official organ of the L. A. W., which he helped organize, the great growth of which upset all

estimates and was carried out at a loss to Mr. Hodges. But he continued uncomplainingly to "make good."

Throughout all these years the Bicycling World was merely a "hobby" that reflected his love of the bicycle. He was never active in its affairs or its conduct. Brokerage and banking was his field, and the publishing business saw little of him. He placed men of his cycling belief in control and left them there, freehanded and unquestioned. When money was required he provided it.

Men of 'the Hodges mould are not numerous. If inclined to be reserved and to keep himself in the background, his cordiality does not lack warmth; his hospitality is cpenhanded, as thousands who have had the good fortune to meet him can attest; his shooting-box near Boston still being one of the pilgrimages of the old timers who annually share in the "Whcel About the Hub," and there it is that "Ned" Hodges plays the host as none knows beffer how to play it.

as none knows better how to play it.

If n.t one of its so-called "great" men,
E. C. Hodges will ever rank in the hearts of
the old guard as one of the earliest, best,
most steadfast and most unselfish friends cycling has ever had.

He was born in Roxbury, Mass., Dec. 24, 1855, and first rode a bicycle in January, 1878; in May of that year he joined the Boston Bicycle Club, and was elected its captain. On Jan. 3, 1883, he became its president, and has held the office continuously ever since. He helped organize the L. A. W., and is now No. 2 on its roll.



WHEN THE SAFETY CAME IN.

DIAMOND DOUBLE TURE BICYCLE TIRES.

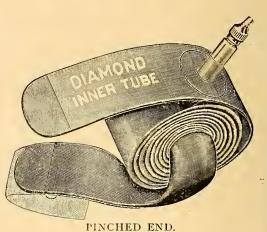


There are many other makes, but in few of them have the CONSTRUCTION,

SKILL and

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been combined in so extraordinary a degree.



WALDORF-ASTORIA. DIAMOND, 1920.

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"Extra" Quality, Inner Tubes "B"

A Strong and Most Interesting Proposition.

You lose if you overlook it.

BRANCHES.

New York. Boston.

Philadelphia. Buffalo. Washington. Atlanta.

THE DIAMOND RUBBER CO., "

AKRON, OHIO.

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On the Road; Early Racing and Touring

In the beginning there was road riding and track racing. Then came touring and road racing. Although born at different times, there was a natural affinity between all of them. The streams once joined were never entirely divorced; they flowed on, commingling their waters, until the end of the chapter.

During the earliest days, and until riders had acquired both skill and confidence, they proceeded very cautionsly. They were not fools to rush in blindly, but tested their wings before spreading them. But the racing spirit was strong, and if it could not find a vent on the roads, it did on prepared tracks. On these the surplus steam was worked off, to the satisfaction of all concerned.

As long as it was considered a triumph to be able to ride a bicycle in any fashion little attention was given to anything but these short jaunts on the road and races on the track. Whatever desire there might have existed to go far and fast, was nullified by the inability to gratify it. Time accomplished wonders, however. Under its mellowing influence deeds before out of the question were rendered possible. Old riders improved, new one were constantly joining the ranks, arousing emulation and exciting rivalries that called for speed contests to settle them. Along with it all went a steady and marked improvement in machines that made for the advancement of the pastime and sport quite as much as anything else.

From 1879 to 1883 touring was indulged in to an extent sufficient to attract no small amount of attention. Several touring parties went to England, the first being the famous "Fortunate Five," headed by F. W. Weston and J. S. Dean. Wentworth Rollins rode from New York to Saratoga in July 1879, and in August continued on to Chicago. Two months later Max Hausman and Dr. H. M. Schooley rode from Washington to Boston.

To Karl Kron, the erstwhile recluse of University place, New York City, now domiciled at West Springfield, Mass., and a very marvel of eccentricity and aloofness, belongs the honor of initiating a decided advance, both in the number and the length of tours. His famous book, "XM Miles on a Bicycle." fixes the distance covered by him in his peregrinations, all of which were taken in solitary state; even his faithful bulldog was not equal to the task of accompanying him. His longest continuous ride took place in 1883. Starting from Detroit, Mich., he wheeled to Staunton, Va., a distance of 1,422 miles, then the longest ride on record,

This year, 1883, marked the beginning of the greatest development of the touring side of the pastime. It took on a different aspect, too. Where formerly tourists had pushed forth into strange places alone or in twos or threes, they now became gregarious. Organized tours date from this year. The first of the famous Big Four events, although not so named at that time, was conceived, planned and carried through successfully by a group of Chicago Bicycle Club men, with the redoubtable Burley Ayers at their head.

Ayers had a positive genius for organizing and carrying through an affair of this kind. He was the antipodes of Karl Kron. Companionship en ronte, jovial gatherings at the stopping places, the social side emphasized equally with the riding one—these

First to Ride 'Round the World.



THOMAS STEVENS

were the things he liked, strived for and accomplished.

From Detroit to Buffalo, over Canadian roads, the tourists, forty-seven strong, rode in July, 300 miles being covered in ten days—a leisurly perambulation, indeed. The Canadian roads were voted decidedly superior to those of this country. The next year, 1884, a Niagara to Boston tour was substituted for the former one, and Eastern event, rook a more prominent part.

In 1885 the last—and, curiously, the first so named—Big Four tour, and the most historic and successful of the three, took place. The name came from the four cities furnishing the principal contingents—Chicago, Buffalo, New York and Boston. This tour was the most carefully planned, and in every way most ambitious of them all. As early as January a formal meeting was held at Buffalo to settle upon the outline of the event. Officers were elected Burley Ayres, manager and treasurer; Fred. Jenkins, gen-

eral agent; Fred. G. Bourne (now president of the Singer Sewing Machine Co.), commander, and captains of the four divisions as follows: Chicago, W. G. E. Pierce; Buffalo, W. S. Bull; New York, G. R. Bidwell, and Boston, E. G. Whitney.

Five divisions of twenty-five men each made the trip, starting from Buffalo, riding to West Point and proceeding from there to New York by steamer.

The next year, 1886, the L. A. W. took over the control of organized tours, and conducted what was virtually the successor of the Big Four events. Ayers had, most appropriately, been appointed official tourmaster, and he conducted a party from Butfalo to New York, thence to Old Point Comfort by steamer, whence the journey was continued to Richmond and down the Shenandoah Valley. Similar tours were subsequently arranged for by L. A. W. officials for a number of years. In the later eighties A. B. Barkman, another famous tourist, was official tourmaster.

An interesting tour was that known as the clerical tour, engineered by a Pennsylvania clergyman, the Rev. Sylvanus Stall, of Lancaster. In 1885 and 1886 he piloted thirty clergymen over the routes made famous by the Big Four tours.

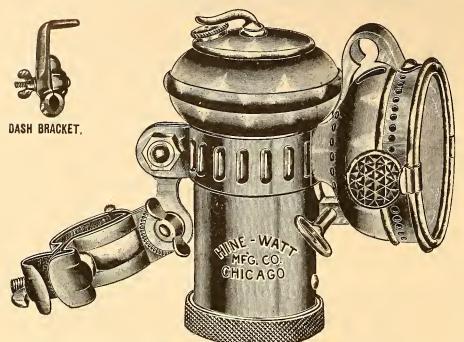
As stated, 1883 witnessed the beginning of the wave of touring that swept over the land. One of the most remarkable evidences of it was the springing up-almost like the Cadmein dragon tooth men-of transcontinental and semi-transcontinental tourists. For half a dozen years they were, if a slight exaggeration be permitted, as thick as leaves in Vallombrosa. Hugh J. High, of Pennsylvania; Thayer, Swan, Weaver, Lenz, all made long and solitary rides between the shores of the two oceans. W. B. Page, of Philadelphia, was also a persistent wanderer, having toured 5,575 miles in 1882, 1883 and 1888, and, most wonderful, in his plodding, persistent way, Thomas Stevens.

Stevens was an Englishman, who trundled a bicycle almost around the globe. The plaudits of the multitude were given him almost from the start, while the wheeling world began by jeering his pedestrian tour, as it was termed, and ended by praising his undoubted pluck.

On April 22, 1884, he left San Francisco. In January, 1887, nearly three years later, he arrived at his starting point, having ridden, walked, railroaded and steamshipped the 24,000 miles that go to make up the circumference of the globe. He crossed three continents—America, Europe and Asiameeting with most of his hardships and dangers in Peresia and China. Upon his return to this country Stevens found himself famous for a brief period. He was toasted, feted

Columbia Automatic Gas Lamp.

Exclusive Features of the Columbia Lamp.



Only Gas Lamp that has all of the Good Features of the Oil and Carbide Lanterns Combined in one Lamp.

Can burn the same charge repeatedly until charge is exhausted.
Regulated by a gas cock, same as the gas jets in your residence.
Positively automatic, as has been demonstrated to thousands.
Uses one-half the carbide necessary to other lamps, Burns out the carbide completely.
Equipped with our new separable burner.

OUR NEW FRENCH TYPE AUTO HEADLIGHT, WHICH OPERATES ON THE SAME PRINCIPLE AS OUR BICYCLE LAMP, WILL SOON BE READY FOR THE MARKET.

TESTIMONIALS.

HINE-WAFT MFG. CO., CHICAGO, ILL.

Gentlemen:—I wish to express to you the high degree of satisfaction I have in the use of the Columbia Automatic Gas Lamp. I have had it in excelled; the distribution of water in the carbide chamber and the automatic control whereby the consumption of carbide is regulated by the amount of gas used are superior to any of the many gas lamps I have used. It is recharged with almost as little trouble as an oil lamp to which in all other respects it is immensely superior. To one who has had an extensive acquaintance with gas lamps its advantages are at once apparent. A close observance of the few simple directions is all that is required to obtain perfect satisfaction.

Yours very truly, CHARLES A. JACKSON.

324 Lenox Avenue, New York.

GENTLEMEN:—I take great pleasure in recommending the Columbia Automatic Gas Lamps as the most serviceable gas lamp in the market. The best feature in the lamp is the regulating of the flame and water supply. I have thoroughly tested the lamp on the road, and I can safely say it is the best gas lamp I have ever used.

Yours truly,

ED. C. PETERSEN, Capt. Vigilant, C. C.

HINE-WATT MFG. CO., 60 Wabash Avenue, Chicago, III.

WE ARE THE ORIGINAL INVENTORS



The "Ideal" EXPANSIONS

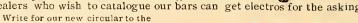
and FORWARD Handle Bars.

We have led the world on ideas for these style of bars. Our first bar was gotten out in 1894 and we have kept ahead of the procession ever since. Others who manufacture this style of bar have put out an inferior bar, and have traded on the name worked up for the 'Ideal' handle bar.

We have always had the best finished bar on the market and have always stood back of our goods. Most of the highest grade manufacturers have used our bar for years. The "Ideal" bar is a sure mark of a high grade wheel.

We make forward extensions 2½ in., 3 in , 3½ in., and 5½ in. forward throw. We respander straight stems 3 in. and 5 in. long, all these are made out of one piece forging, buy a casting when you can buy a forging with a reliable firm behind it, at the same price.

All riders demand "Ideal" handle bars, on your mount, we have them in all widths, shapes and drops. We make these bar tops in three different grades with prices to suit all. All jobbers and dealers who are not handling these goods write for prices and discounts. We figure a liberal profit to all who handle "Ideal" goods. All dealers who wish to catalogue our bars can get electros for the asking.



Ideal Plating Co., 3 APPLETON ST.,
All Ideal Extension and Expansion Stems are stamped "Ideal," none others Genuine.
All seamless Ideal Bar Tops are stamped on Collar.

and in every way made much of, and then dropped out of sight.

With the great influx of riders after 1885 or 1886 touring became so common that it excited no more comment than did century rides a decade later, when cycling was at its zenith.

Speed on the road developed more slowly than did long distance riding. Unusual expertness did not come easily to riders, and until it was attained the ability to speed swiftly lagged behind the desire.

If we brush aside as irrelevant such early examples of record riding as the century run of F. S. and E. P. Jaquith around Chestunt Hill Reservoir, Boston, in October, 1878; the ride from Philadelphia to New York, almost 100 miles, of George D. Gideon, in June, 1881, and the sterling performance of Thomas Midgley, of Worcester, Mass., 174 miles inside of twenty-four hours on the road, at Boston, in November, 1882; unless indeed, we take the club road race of the Ixion Bicycle Club from New York to Yonkers, in November, 1882, the fifteen miles being ridden in 1:18:00, we must go forward to 1883 for the first regularly organized open road race-the first of the notable Boston Bicycle Club's series of 100 mile contests.

This took place on October 7, 1883, starting at South Natick and going through Cambridge to Rowly, north of Salem, and return to Boston. Thomas Midgeley was the winner, out of a field of ten starters that included Frazier, the Star rider, and Theo. Rothe. Midgeley's time was 9:47, and Rothe was second. In this race a stop was made for dinner!

One year later the second running of this event drew a field of fourteen starters, ten bicyclists and four tricyclists. The luminary of the race was George E. Weber, the celebrated Star crack, one of the best liked men who ever crossed a wheel. He won with comparative ease in 9:20, Rothe being third. W. R. Pitman was the first of the tricyclists to finish, his time being 11:30.

These events served to usher in with a burst of glory 1885, the premier road racing year. Wheelmen had become strong numerically, unattached as well as clubmen. Young men, with the blood coursing through their veins like water in a millrace, were especially prominent. These found road riding an easy step to road racing, and the best of them gravitated to the track as naturally and logically as a duck takes to water. Every wheelman had a hankering, secret or otherwise, after speed; its presence once discovered it was cultivated sedulously. Hence the existence of a host of "scorchers," who were always ready for a "scrap" and anxious to graduate from that nursery of racing men, the road, to the track.

The most notable race of the year, the one that aroused the most interest and was most commented on, was the 100 mile tour. held in conjunction with the Big four tour. It was rnn from Coburg to Kingston, Ontario. I'wo Eastern men, George E. Weber

and Harry D. Corey, were prime favorites, made so by their long and brilliant racing careers. Both fizzled completely, however, and a comparatively new star of the first magnitude, Cola E. Stone, of St. Louis, bowled over the six starters and won with perfect ease. A second Westerner, and likewise a rare good one, L. D. Munger, finished next to Stone, with Weber seven minutes behind, Corey having stopped. Stone's time was \$:28:00, and Munger's 9 hours. Heavy rains had made the roads muddy and heavy. But it was Stone's daredevil riding—he was the St. Louis "tough"

Less than two months later the third 100 mile road race of the Boston Bicycle Club took place. This was one of poor George Weber's last triumphs. He won the race and broke the American 100 mile record, his time, 6:57:00, supplanting the 8:28:00 of Cola Stone. Frank F. Ives, Rowe's future track rival, won second place, and among the other defeated men were Rothe, Rhodes and McCurdy.

Coming to 1886 we have the first of the Irvington-Millburn contests, unquestionably the most remarkable series of road races held in this country.

TYPICAL "ROAD TERRORS" OF TWENTY YEARS AGO.



F. E. Manahan, F. P. and Phil Hammes, and C. H. Metz, of Utica, N. Y.

rider par excellence, and the idol of his club mates of the famous St. Louis Ramblers—especiall over the hills—that dumfounded his opponents, carried them off their feet and compelled Corey's early retirement. Both Weber and Corey had been heavily backed to win.

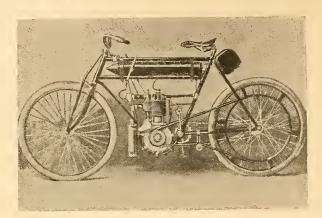
The tragic self-inflicted death of Stone, and that of Weber by typhoid fever, followed within a year and caused profound sorrow among the wheelmen of that day.

In August, 1885, the Dorchester (Mass.) club ran a fifty mile road race on the Boston roads, and it attracted a galaxy of stars. W. A. Rowe, afterward the celebrated track racer and record holder, won in 3:47:37, with Stillman G. Whittaker, almost equally famous, second. Other contestants were W. A. Rhodes, L. D. Munger, A. A. McCurdy and F. W. Westervelt.

Club spirit and rivalry had reached such a pitch in and around New York that the New York and New Jersey Team Road Racing Association, popularly termed the "Alphabetical Association," was formed, to promote a series of twenty-five mile club team races. The fine macadam roads near Newark offered plenty of choice of courses, and an almost ideal one was found between Irvington and Millburn.

The first race took place on June 12, 1886, six clubs, among them being the FKings County Wheelmen, the Elizabeth Wheelmen, the Hudson County Wheelmen and the Harlem Wheelmen, along being represented by teams of four men each. They finished in that order, the points being 85, 70 and 54, respectively. The individual winner was E. M. Valentine, K. C. W., with C. A. Steuken, H. W., second, and W. H. Caldwell, E.

1903 Hercules Motorcycle



Weight 125 pounds.

Speed 4 to 45 Miles per Hour.

Price. \$200.00.



Special Features for 1903:

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300 miles oll capacity. 56 inch wheel base.
2 inch Detachable Tires.

Equipped with

Hercules 2 1-2 H. P. Ball Bearing Motor. G. H. CURTISS MFG. CO.,

Hammondsport, N. Y.

A complete horn with reed for bicycles and motor cycles.

PRICE, \$1.00

Prepaid on receipt of price.



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Autolyte Acetylene Lamps, Automobile Horns.

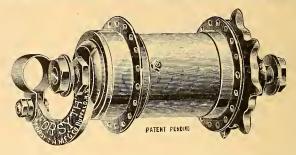
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Is pretty good advice as applied to Coaster Brakes.

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who ought to know what makes the easiest running wheel, use

THE FORSYTH COASTER-BRAKE



It's frictionless. No back-lash or lost motion. justable (the only one in the world). Rides like an ordinary chain wheel. [Coasts like a bird. Brakes instantly. The coaster for jobbers to handle, dealers to sell, and wheelmen to ride. It's satisfactory to all.

FORSYTH MFG. CO., BUFFALO, NEW YORK.

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1903 (Tenth Annual)

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The oldest exclusive Wholesale Bicycle Supply House in America:

Established 1893. Incorporated 1894.

MORAL-Don't buy 1903 Bicycle Goods until you get our prices.



W., third. Valentine's time was 1:41:05.

It is interesting to recall that the race was run over a six and one-quarter mile course, run over four times, that it should have started at 3 o'clock, but the word was not given until 4:41, and that 300 spectators "lined the course."

The next spring—to trace the course of the "Alphabetical Association" to the end—the Kings County Wheelmen again swept the boards. Such giants as Harry J. Hall—the unconquered rider on this course—C. E. Kluge, E. P. Baggot, H. L. Bradley, E. I. Halsted, T. Lee Wilson—he who afterward sold his acetylene gas inventions for \$500,000 in cash—and others were added to Valentine and Stenken, and performed deeds of dering-do on the smooth but heart breaking hills of North Jersey. The Kings County



A. D. ("LON") PECK, For Nearly 20 Years Captain Massachusetts B. C.

team was just a little stronger than any aggregation that could be pitted against it, and its unvarying success in 1886 and 1887 caused the disbandment of the association. The course meanwhile had been changed to the present Irvington-Millburn one, five miles in length, with the start and finish in the centre, and the time reduced to 130:00

In 1887 the notable Clarksville 100 mile road race, a professional event, was run in connection with the league meet at St. Louis. In it the Victor team, W. A. Rhodes and R. A. Neilson, finished first and second. with Whittaker and other good men in the rear. Rhodes was the favorite of the two men, and had been instructed to stay with Neilson and help him along. This the big fellow did, but waited just too long, for the track sprint of Neilson was in good working order and landed that rider over the tape first. It is related that Rhodes cried in the bitterness of his defeat. Crawfordsville, in Indiana, too, witnessed a 100 mile race between professionals this year, in

which Whittaker, Crocker, Hollingsworth and many other good men rode.

When Henry E. Ducker attempted to repeat the Springfield races at Buffalo in ISSS, in connection with the fair there, one of the principal events was a 100 mile road race promoted by the Bicycling World. The course was from Erie to Buffalo, and it attracted a fine field of entries and was productive of many surprises.

The favorite was F. A. Eldred, of Spring-field, Mass., who had just ridden twenty miles in the hour on the good roads of that town. From St. Louis came G. E. Tivy, a typical St. Louis "tough" rider, who was looked upon by his fellow townsmen as likely to duplicate the performance of Cola Stone in the Big Four race. Robert Gerwing, of Denver, a big, powerful man, with a good turn of speed, was the first man



NEW YORK BRANCH: 214-216 WEST 47TH STREET.

from the Far West to try conclusions against the Eastern cracks, and by a select few who knew him or of him he was looked upon as a good thing. P. J. Berlo, on a solid tired Rover safety, was a starter, while Frank Lenz, who was murdered in Persia a couple of years later; C. H. Metz, then of Utica, N. Y.; Blowers, of Erie, and a number of others fancied that they had good chances. Utterly unknown was the Wilmington, Del., team, three of whom, F. M. Dampman, B. F. McDaniel and S. W. Merrihew, started, V. R. Wyle and C. A. Elliott stepping out on account of heavy roads caused by the all night rainfall.

Going down on the train to Erie the night before the race H. P. Merrill, of the Springfield Union, who looked for an Eldred win, quietly quizzed the Wilmington men, he having learned that they had never seen the course nor ridden in road races. Eldred was the man, he said, with Tivy a probable second.

As it turned out, however, Eldred died in the first twenty-five miles, having run himself out trying to shake the Wilmington men. At half way the latter were all together and had drawn away from every one but Lenz and Gerwing. At eighty-five miles Merrihew fell behind from hunger, and Dampman and McDaniel went on, and, first conquering Lenz, had a fierce struggle for first place, Dampman finally winning. Lenz got third, Tivy fourth and Merrihew fifth. The time was 9.52.29, remarkable considering the abominable condition of the roads.

After being bereft for a year the Irvington-Millburn course was again used in 1889, when the first of the series of twenty-five mile handicap races, which have continued uninterruptedly ever since, was run. At the same time, viz., on Decoration Day, its great sister event, the Pullman, at Chicago, was inaugurated.

Around these two classic events cluster



DAN J. CANARY One of the Earliest Trick Riders.

many pleasant memories. From ISS9 on nearly every track racing man of note figured in the list of Irvington-Millburn or Pullman winners or contestants, either making his debut there, or trying his hand at road riding for a change. About the same time, also, other road races native to certain cities flourished—the Linscott at Boston, the Poorman at Cincinnati, the Forest Park at St. Louis, etc., etc.

In the first Irvington-Millburn handicap races John Bensinger won first place, after a fierce struggle with C. M. Murphy, the latter fainting after the finish. W. F. Murphy got the time prize. The first Pullman went to F. Bodach, while A. E. Lumsden made the fastest time.

These two races marked the passing of the high wheel and the coming of the safety. Every year thereafter the lowly machine forced its rival further to the rear, until by 1892 there was scarce a dozen left. Thereafter it was all safety and no high wheel, and the old order of things had quite passed away.

WANTS AND FOR SALE.

15 cents per line of seven words, cash with order.

FOR SALE—Marsh motor bicycle; new \$75, if taken at once. Moto, care, Bicycling World.

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Send for Catalogue and Trade Price to

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The Week's Exports.

Antwerp—Bicycle material, 40 cases, \$1.610.

Arnheim-Bicycles, I case, \$35.

Argentine Republic—Bicycles and material, 59 eases, \$3,154.

Bremen-Bicycles, 2 cases, \$50.

British Possessions in Africa—Bicycles and material, 105 cases, \$1,879.

British Guiana—Bicycles and material, 1 case, \$18.

British West Indies—Bicycles and material, 34 cases, \$1,272.

Copenhagen—Bicycle material, 93 cases, \$4.533.

China—Bicycles and material, \$5,050. Central America—Auto cycle, 1 case, \$121. Cuba—Bicycle material, 14 cases, \$344.

Dutch West Indies—Bicycles and material, 9 cases, \$132.

Egypt-Bicycles, 4 cases, \$350.

Genoa-Bicycles, 1 case, \$30.

Glasgow-Bicycles, 2 cases, \$70.

Hamburg—Bicycles, 2 cases, \$40; bicycle material, 32 cases, \$985.

Havre—Bicycle material, 23 cases, \$1,281; bicycles, 134 cases, \$2,384.

Hayti-Bicycles, 1 case, \$12.

Hanover-Bieycles, 2 eases, \$30.

Japan—Bicycles and material, 36 cases, \$2,452.

London—Bicycle material, 16 cases, \$529. New Zealand—Bicycles, 19 cases, \$1,425.

Liverpool—Bicycles, 6 cases, \$175; bicycle material, 3 cases, \$95.

Rotterdam—Bicycles, 3 cases, \$99; bicycle material, 27 cases, \$1,419.

Southampton—Bicycle material, 26 cases, \$2,180.

Turin—Motor cycle, 3 cases, \$400. Uruguay—Bicycles and material, 14 cases, \$477.

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A Pullman Sleeping Car of latest construction is now attached to New York Central train leaving Grand Central Station at 4:00 p. m., daily, running through over the Michigan Central, arriving at Grand Rapids at 12:55 p. m., next day, connecting in Union Station for all points in Western Michigan. For information and sleeping car reservations inquire of New York Central Agents.

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The Week's Patents.

715,305. Pneumatic Tire. Edward H. Seddan, Brooklands, England. Filed April 15, 1901. Serial No. 55,929. (No model.)

Claim—1. In a pneumatic tire the combination of a tubular cover divided on its outer periphery and formed with lateral dovetail projections at the edges a detachable tread part adapted to fit over said dovetail edges and having metal dovetail clips embedded in the india-rubber of said tread part and faced with canvas and arranged transversely at a short distance apart from each other.

715,404. Variable-speed gear for vehicles Franz Markgraf, New York, N. Y. Filed Nov. 11, 1901. Serial No. 81,786. (No model.)

Claim—1. In a variable-speed gearing the combination of two or more adjacent gears, a pinion divided transversely to its axis adapted to be moved into mesh therewith, means for shifting said pinion successively into and out of mesh with said gears and means on said pinion for permitting independent rotation of its parts in making and breaking mesh with adjacent gears during the shifting movement substantially as set forth.

The Retail Records.

Manchester, N. H.—Shop of David S. Berry, at 20 Pearl street, damaged \$1,000 by fire. Greeley, Col.—E. A. Douglass sold out to W. D. Conrad.

Rochester, N. Y.—Thomas Richter's shop, at 227 Brown street, damaged \$300 by fire. Manchester, Conn.—W. E. Luettgens moved into a larger store in the Park Building. Despite the

25 Years of Improvement

bicycles are still of two classes,

Cushion Frames

AND

Boneshakers

Every bicycle that has not a Cushion Frame is a "boneshaker," as has been and can be amply demonstrated.

Many people ride the "boneshakers" simply because they have never tried a Cushion Frame and do not know the grateful comfort and luxury that goes with it.

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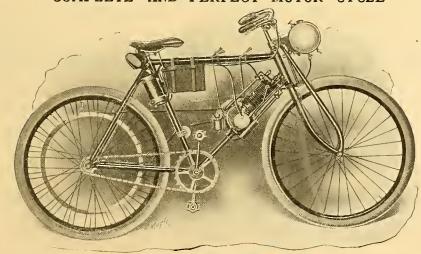
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ADVANTAGES: Simple, Light, Durable, Odorless

ACENTS WANTED

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Plain Posts, 13-16 and 7-8 ins. with bushings to 13-16 ins.

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SYRACUSE, NEW YORK.

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The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVI.

New York, U. S. A., Thursday, December 25, 1902.

No. 13

ECLIPSE WITH A MILLION

Coaster-Brake Deal Goes Through in Modified Form but Further Results are Probable—How Things now Stand.

The incorporation last week under New York laws of the Eclipse Machine Company, of Elmira, with a capital of \$1,000,000, makes public the coaster brake deal of which the Bicycling World gave hint some two months since,

The deal did not, however, go through in exactly the shape or on the scope originally planned.

The Eclipse Machine Company is, of course, but another name for the Eclipse Manufacturing Company, makers of the Morrow. It has acquired and taken over certain rights to the Cinch coaster brake, but for a year at least the Riggs-Spencer Company will remain in business at Rochester, and continue to market the Cinch, as heretofore. Mr. Riggs has an interest in the Eclipse Machine Company and will be added to the board of directors, which comprises M. H. Arnot, Ray Tompkins, James Rathbone, H. H. Fulton and D. L. Whittier.

Mr. Fulton is the president, Mr. Whittier the vice-president and treasurer and R. D. Webster, sales manager of the former Eclipse Manufacturing Company, is secretary of the new concern.

When the deal was originally undertaken at least two other coaster brake manufacturers were concerned in it, but for some reason they did not enter the Eclipse fold, although negotiations to that end have not yet been entirely abandoned; in fact, it is understood that recently several others have been approached; and further developments are possible at any time.

In the aunouncement of the new company, as made by the Elmira papers, it is stated: "Some time ago a syndicate of New York capitalists sent a representative to Elmira, with a view of taking over the entire business. After various negotiations an option was given on the plant and business, but

the would-be purchasers wanted the time extended, shortly before the option expired. The Eclipse, however, refused to grant an extension. Since then Mr. Fulton acquired the entire interests of Messrs. Whittier and Long, and recently sold the business to a new company, the Eclipse Machine Company."

The Senior Black Dead.

Information, slow of receipt, of the death of William T. Black at his home in Erie, Pa., on December 12, will be received with regret. Mr. Black was the head of the Black Mfg. Co., makers of the Tribune bicycle, until it was absorbed by the American Bicycle Co. He was also the senior partner of the firm of Black & Germir, stove manufacturers. Mr. Black was seventy-three years old at the time of his death. He left a wife, a daughter, Mrs. Matthew Griswold, jr., and two sons, George T. Black, of Cleveland, and William R. Black, of Erie.

Hoover-Ball Incorporates.

The Hoover-Ball Co., the well known cycle jobbers of Newark, Ohio, have incorporated under New Jersey laws with a capital of \$25,000 and these directors: H. J. Hoover, Eugene Ball, F. M. Black, J. B. Hoover, Newark, Ohio; James Fintze, New York, and Harry H. Picking, of Newark, N. J. H. J. Hoover is president of the company and Eugene Ball the secretary and active manager.

Shortage of Juveniles.

According to several accounts, the demand for juvenile bicycles for the Christmas trade fell far short of the supply, in this vicinity at least. No one in the business appeared to have expected or encouraged anything of the sort, and were unprepared for it. On Monday a New York dealer made a round of the jobbing houses and was able to pick up but two bicycles of the sort.

Stimulating Good Will.

The Minneapolis Cycle Trade Association—one of the few local organizations that ever amounted to anything—celebrated its fourth anniversary on the 17th inst. A smoker, at which several well known men made addresses and at which cigars and refreshments were free, marked the occasion.

REORGANIZATION READY

And the Plan Arrays Pope Against Coleman
—Coleman has Himself Interviewed and
Pope Retorts—Details of the Plan.

It is now fair to state that the issue in the American Bicycle Co. has been fairly joined. It is Pope vs. Coleman or Coleman vs. Pope, as one may care to view it. Diplomatic denials of what has long been a matter of general belief can no longer avail to disguise the situation.

Affairs were brought to a climax on Monday when the plan of reorganization was made public. In fact, it might be said that they climaxed the day before. The advertisement of the reorganization committee appeared in the New York papers of Monday. In the same issues there appeared interviews with several of the parties in interest, chief of which was one with R. L. Coleman, president and one of the receivers of the American Bicycle Co. The burden of his talk was that he is opposed to the plan of reorganization. As Sunday is, of course, an "off" day in financial circles and a day of rest for financial reporters, the interviews appearing in Monday morning papers caused some surprise. It developed later that Mr. Coleman, or some one acting in the Coleman interests, had caused word to be carried to the newspaper offices that they desired to be interviewed; hence the financial reporters had been summoned and performed service on Sunday.

The salient features of the recorganization plan are as follows:

Notice is hereby given that the undersigned committee, representing large amounts of the American Bicycle securities, have adopted a plan and agreement of reorganization which is filed with the Central Trust Company of New York, 5 Wall street, New York City.

Upon the purchase of the properties of the American Bicycle Company by the committee under the provisions of the agreement, a new company is to be organized to acquire said property, which will issue the following new securities:

\$2,500,000 6 per cent, cumulative first pre-

ferred stock, preferential both as to assets and dividends, to be issued only for cast. The right is to be reserved to retire and pay off all or any part of the first preferred stock at 110 per cent.

\$10,000,000 non-cumulative 6 per cent. preferred stock, preferential over common stock with respect to both assets and divi-

dends

\$10,000,000 common stock.

Assenting security holders will be entitled to new securities as follows:

Five per cent. debentures, for each \$1,000 debenture \$1,000 new second preferred stock. Preferred stock, on payment of \$9 in cash per share, \$9 in new first preferred stock

and \$50 in new common stock.

Common stock on payment of \$9 in cash per share, \$9 in new first preferred stock, and

\$25 in new common stock.

The cash payments required of old stockholders as a condition of participation are to be payable when and as called or by the committee.

Stock of the new company will be held under a voting trust for a period of five

The voting trust certificates representing the new stock will be delivered when the reorganization is complete.

A syndicate has underwritten all the cash

payments provided for by the plan.

The holders of the debentures and preferred and common stock of the old company are requested to deposit their holdings with the Central Trust Company of New York, under the plan and agreement and subject to the order of the undersigned as reorganization committee, on or before the 7th day of January, 1903. Negotiable receipts will be issued for deposited securities. When, in the judgment of the committee, a sufficient amount shall have been so deposited the plan will be declared ef-

The new securities not required for the purpose of the reorganization are to be held or disposed of as provided in the plan.

The plan is signed by the committee, which consists of William A. Reed, of Vermilye & Co., Frederic P. Olcott, George F. Crane, Colgate Hoyt and Francis S. Smithcrs. George W. Young, president of the United States Mortgage and Trust Company, was originally a member of the committee, but retired in favor of Mr. Olcott several

On the occasion of the Sunday night interview, which he or his interests arranged. Receiver Coleman made this statement:

"I have refused to sanction the plan for two reasons. The bondholders are not properly provided for and I believe the plan calis for over capitalization. To the bondholders are offered non-cumulative second preferred stock and no alternatives, for the plan does not provide for the paying off of the bond-Some amount, \$50 \$40 or \$25 holders. should have been offered as an alternative If the properties sell for a small sum the non-subscribing bondholders suffer, plan is therefore coercive in that respect In the second place the company has not enough assets to justify a capital of \$22. 500,000. Then the company is to be placed for five years in the hands of a voting trust which knows nothing about the bicycle The plan is not, therefore, a fair business. and just one to all the creditors of the company.

He intimates broadly that when the property is put up at public sale, he and his associates will bid it up high enough to make it interesting.

On the other hand, Colonel Pope, who is also a receiver, said that he indorsed the plan in every particular.

"It has been worked out by men of the highest financial and business standing," he

said, "and is absolutely the fairest to all creditors that could be devised. I myself own more bonds and stocks than any three men, and, with my friends, intend to deposit my holdings and help put the plan through. There are always disgruntled persons in a case of this kind, but their efforts will prove of no avail as our interests are too strong to be thwarted in the completing of this plan. The plan will go through safely, the creditors will be well repaid and the business will be put on a substantial and remunerative basis.

Judge Miller, the third receiver, is non-He favors any plan that "will prove for the best interests of the creditors."

On the night of the Coleman interview it was stated that those who had joined with him in opposing the reorganization plan included Edwin Gould, Henry K. McHarg, vice-president of the Bank of the Manhattan Company; Daniel P. Morse, a director of the Irving Bank; George W. Young and others. The next day Messrs, McHarg and Young repudiated connection with the opposition, Mr. Young stating that his sympathy and support was entirely with the reorganization plan.

The Coleman-Gould party have retained attorneys to form a committee which will formulate and present another plan. Meanwhile these attorneys are urging security holders not to deposit their securities under the plan presented.

"It is the purpose of the plan," to use the words of the committee, "to pay or to provide for all outstanding debts of the company and of the corporations whose stocks are to be acquired by the new company, and to turn over all the properties to the new company unencumbered. Thus, the new company will begin business free from debt and, with the balance of cash remaining after payment of debts and expenses and with the cash assets of the new company, having a working capital which it is confidently believed will be amply sufficient to insure successful operation.

In amplification of the foregoing brief synopsis of the plan, the document goes on to recount the valuable assets of the company, viz.: the stock held in American Cycle Mfg. Co., Federal Manufacturing Co., International Motor Car Co., National Bat-tery Co., American Wood Rim Co.

Next the indebtedness of the parent and the constituent companies are given, as fol-

The American Bicycle Co	\$226,613.42
American Cycle Mfg. Co	746,846.00
International Motor Car Co	205.205.02
Federal Mfg. Co	436,734.26

......\$1,615,398,70 Total. . but remaining in the hands of the receivers, Nov. 1, 1902.... 108.791.06

The outstanding receivers certificates are included in the above estimates of indebted-

Each share of the first preferred stock will be entitled to receive or have set apart for it, a dividend, if declared, to the extent of 6 cent. per annum, beginning February t. 1903, payable out of the surplus or net profits of each fiscal year, before any devidend for such year shall be paid on or set apart for either the second preferred stock or the common stock,

The new first preferred stock will be is-

sued and sold to assenting stockholders at par, or so far as not taken by them to the syndicate for cash as hereinafter provided; and the cash proceeds will be applied to the payment or settlement of such indebtedness of the various companies involved in the reorganization as in the judgment of the committee must be paid or settled in order to complete the proposed reorganization, and also to the payment of necessary expenses and disbursements of the committee.

Each share of second preferred stock will be entitled to receive or to have set apart for it (after payment of the full cumulative dividend as above provided on the first preferred stock) a non-cumulative dividend, if declared, to the extent of 6 per cent. per annum, beginning February 1, 1903, payable out of the surplus or net profits of each fiscal year, before any dividends for such year shall be paid on the common stock.

This second preferred stock shall be preferential over the common stock in respect both to the assets and dividends. It is to be ap-

plied as follows:

For niue million one hundred and twenty-three thousand dollars 5 per cent. debentures at par.... \$9,123,000 Reserved for the treasury of the new company or to raise additional cash if required......

877,000

\$10,000,000

If then the first preferred stock shall be retired and paid off, as hereinbefore provided, the second preferred stock shall be designated "Preferred Stock" and properly stamped, or new certificates issued therefor.

The common stock will all be issued and used to procure new cash in cornection with the first preferred stock, as herein provided, and for the uses of the reorganization comnattee in connection with the reorganiza-

All of the first preferred and second preferred and common stock (except the shares to qualify directors) will be issued to the reorganization committee or to such persons as it may designate as voting trustees, to be held and voted on by such voting trustees as the owners thereof for five years next succeeding the date of its issue as a part of the reorganization herein proposed, and none of such shares will be delivered or dis-tributed until after the expiration of said five years.

In the meantime, the voting trustees shall issue to the various persons ultimately entitled to receive said stock, a suitable certificate containing an agreement to transfer and deliver certificates for said stock at the expiration of said five years, and in the meantime to pay to the several persons so ultimately entitled to receive said stock, an amount equal to any sums received by said voting trustees as dividends upon said shares of stock; such certificate to be in such form as may be determined by the reorganization committee.

Provision is to be made that no mortgage shall be put upon the property or any part thereof, or the amount of first preferred or second preferred stock increased, except with the consent of the holders of threefourths in amount of the first preferred stock, and that the amount of second preferred stock shall not be increased except with the consent of the holders of two-thirds in amount of the second preferred stock and two-thirds in amount of the common stoc

Deposited and assenting securities will be entitled to receive new first preferred, second preferred and common stock for each one thousand dollar debenture and each share of old stock, as follows:

Cash New 1st New 2d New P'ment, pref. pref. C'mon. stock. stock. \$1,000 5% Debentures . Preferred stock, \$9,00 \$9,00 Common stock... 9,00 9,00

The highly significant statement is made that the cash requirements of the plan have been underwritten by a syndicate, which will make all the cash payments applicable to the shares of non-assenting stockholders and receive the first preferred stock and common stock to which such non-assenting stockholders would have been entitled. The securities of the present and the pro-

The securities of the present and the proposed companies, respectively, with the interest charges in both cases, are shown by the following table:

AMERICAN BICYCLE CO.

Total. Therest and preferred 5% per cent debentures. \$9,150,000 \$457,500 \$7% cumulative preferred stock. 9,294,900 650,643 Common stock. 17,701,500
Total\$36,146,400 \$1,108,143 Add for sinking fund requirement\$250,000
Total charges
6% cumulative 1st pre- ferred stock
preferred stock
Reduction from present capital and charges ahead of common stock \$13,646,400 \$608,143 Excluding debeuture sinking fund charge of \$250,000, reduction in charges ahead of

PROPOSED PAYMENTS BY STOCK-

common stock is \$358.643.

HOLD LIKE.	
\$9 per share on \$9,294,900 preferred stock yields\$8	86 541
\$9 per share on \$17,701,500 com- com stock yields\$1.59	
Com Stock Stellar	

Total cash provided by stock-holders.....\$2,429,676

In the agreement which accompanies the plan it is provided that the cash payments required to be made by depositors of preferred and common stock shall be payable in three equal instalments, when and as called for by the committee. Ten days' notice of the falling due of such payments shall be given by advertisement in publications of general circulation. If failure to make payments shall be made the securities concerned cease to have any right or be entitled to any of the benefits accruing under the agreement. The right is reserved by the committee, however, to exercise its discretion in the matter.

The construction or interpretation placed on the plan by the committee is acknowledged to be final, and power is given it to change it in any manner deemed necessary. But in the event of such change being made due notice of it shall be given to the security holders.

In case the plan is abandoned the securities shall be returned to their owners, and in case payments have been made they shall be returned after the expenses are paid.

Three flidnight Races.

There will be three road races started at midnight this year. The classic struggle toward Yonkers and Tarrytown will be run as usual by the Associated Cycling Clubs of New York. The Century Road Club of America will run a race from Bedford Rest to Cancy Island and back, and the Century Road Club Association will have its usual sprint from Bedford Rest to Valley Stream,

CONDITIONS ON THE COAST

Jobber Leavitt Tells Why They are Far Happler Than Those in the East.

J. W. L'eavitt, of the widely known jobbing house, Leavitt & Bill, San Francisco, is in the city, on his annual purchasing trip.

While the rainy season is uow on, he states that trade on the Coast is in good shape. His firm had a splendid year—6,000 bicycles alone was their portion—and he sees no reason why 1903 should not prove as satisfactory. He attributes much of the state of affairs to the trade organizations that have flourished on the other side of the continent, California being blessed with a State association of the sort.

"Oh, yes," he said, when doubt on the point was expressed, "the boom on the Coast was quite as violent as it was here. But the slump was not so bad. Why? Simply because we arranged that it should not be so bad, and we worked to that end. We tradespeople got together, and we've been together ever since, and when each year I return from the East and tell them of the sorrowful conditions that prevail here, they realize the importance of it and resolve more firmly to stand together. We have never permitted our trade to go daft on cheapness. We talk and sell good bicycles and also good tires, and we spend a little money in advertising and in keeping people interested in cycling. We lend ourselves to the race meetings and road races and club affairs, and contribute to their support. We have a real live club interest out there, and each year for a \$300 cup which we provided we have what now would be a novelty in these parts—a team road race. Interest in it? Well, I should say there was. Why, this year interest was so keen that one man was shot.

"The business will be largely what those engaged in it make it. We are bent on making our business good business, and are ready to spend money for the sake of making more money. In these parts, it seems as if no one is willing or at any rate no one seems anxious to go a step out of his way or to spend a cent to help himself."

The Columbias of 1903.

Although there are none ready for delivery, the 1903 models of the Columbia and Hartford are at hand, and a private view of them has been had. They are certainly winners. They appeal to the eye with irresistible attractiveness at the first glance. As Elliott Mason puts it, the Columbia special is "just about the slickest bicycle ever built." There are a number of changes in it, but it is the symmetry of the machine as a whole that most impresses. There is a wheel base that has been shortened half an inch, and there is a little more drop to the crank hanger; there is a brand new pattern of forged pedal with a prettily tapered bar-

rel, and a new seat post binding cluster, although worked out on the same general idea as that in use this year. The hubs of the front and rear wheels show a still further return in size to the spool pattern. The rear forks and stays are of ovoid shaped tubing, and the latter are beautifully tapered up to where they join the diagonal strut. The flush head-post binder is used, and a new pattern of projecting bars is employed, with vulcanite, mechanically-fastened grips. The finish in every part shows exquisite workmanship, and completes a wheel for which no one is apt to begrudge \$50.

In the Hartford also great improvement has been made, and it is now a truly hand-some wheel, one that looks like a top grade machine. The box fork crown has been done away with and the solid one piece forging substituted. The lines have been completely modified so as to give it a more stylish and racy appearance. There is a two piece crank axle and other new details, and the general finish also is better than formerly.

The Globe-Girdling Jap.

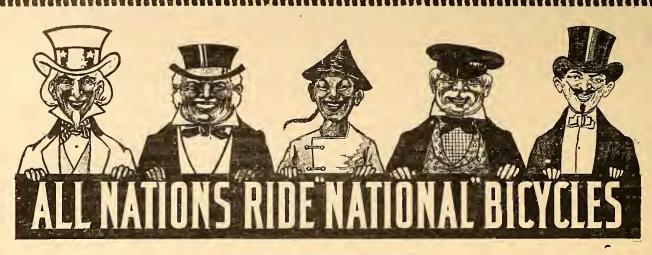
H. Nakamura, of Shimonoseki, Yamaguchi-ken. Japan (so reads his visiting card), who started from Tokio last November for a "dead broke" tour of the world on a hicycle, is now due in this country, having left Liverpool for New York last week. After a short stay in this country he will return home, where he intends to start a school, whereat the knowledge he has gained will be diffused among his fellow-countrymen, Nakamura wears a kaharki suit and is working his way round without money. He is riding an American bicycle, a Rambler, which a picture shows to be literally loaded down with luggage. There is haggage on the handle bar, in the frame, on a rear carrier (surmounted by a small Japanese flag), and down the rear stays; food, surgical handages, cooking apparatus, notebooks, and all sorts of paraphernalia are packed carefully away; in addition, he carries two satchels, carried on his back.

American Goods at Osaka Show.

Andrews & George, of Yokohama, who represent a number of American bicycle manufacturers in the Orient, have made a move in connection with the forthcoming international exposition at Osaka. The opportunity presenting, they secured ground on one of the main avenues of the exposition ground, and are now erecting a building thereon in which only the wares for which they are agents will be displayed. That the building will be a pretentious one is evidenced by the statement that it is as large as the entire structure erected for the Canadian Government.

Pat's Idea of Coaster-Brakes.

Pat (pointing at the coaster brake model)—And yez soy af oi tek this wan, I'll soive half the wurruk? Bedad, an' oi'll tek two of thim, an' soive ut oll!



NATIONAL CYCLE MFG. CO., Bay City, Mich., U.S.A.

NATIONAL BICYCLES for 1903 are MIGHTY GOOD.

WORTH THE PUSH OF ANY LIVE DEALER.

FISK BICYCLE TIRES

Single Tube.

Highest Grade.

FULLY GUARANTEED.



88 H. Extra Thick RUBBER Tread.

P. P. Best of its KIND. SAFE.



FISK RUBBER COMPANY, Chicopee Falls, Mass.

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SPRINGFIELD, 40 Dwight St. BUFFALO 28 W. Genesse 3t.

NEW YORK, 83 Chambers St. DETRIOT.

252 Jefferson Ave.

PHILADELPHIA, CHICAGO.

9t6 Arch St.
SAN FRANCISCO, 54 State St.

WASHINGTON. 427 10th St., N. W. 114 Second St.



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Wembers of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, DECEMBER 25, 1902.

Pope vs. Coleman-Why Pope.

With the issue in the American Bicycle Co. now fairly joined and with the outcome of no little concern to the health of the whole trade, the time has come for plain speaking.

The issue is Pope or Coleman.

We hold no brief for either man, and we appreciate that it savors of imprudence for a more or less public print to interject itself into the affairs of a corporation, but at such a time as this the interests of the industry would seem to demand it.

Despite denials and an apparently unruffled exterior, the issue, as finally presented, has been long foreshadowed and expected and discussed, and we have yet to hear when such discussion has not resulted in Albert A. Pope being named as the one man of all men able to dissipate doubt and

hesitency and to bring a clearer atmosphere and better tone to the trade.

We all know Pope. Some of us know Coleman.

We all know what Pope has done. Can any one say as much of Coleman?

Pope works in the light. Coleman works in the dark and has always worked in the dark

Pope is big and broad. Coleman is crafty, vengeful and over-cunning. But despite his craftiness he has time and again let fall enough to reveal not only his animus but his purposes, or some of his purposes, and to make plain how cheaply he holds the business in which his fortune was made. He has been ridiculing it as "a boy's business" and professing to thank God that he would soon be free of it.

Pope also made his fortune in the bicycle business, and his heart is still with it. He once helped it succeed. He still has pride in it, and is willing and anxious to help it succeed again, and if a vote of the independent trade were taken it is our belief, based on the expressions of many men, that Pope would be almost unanimously named as the man who can and will help it.

If in his entire career there can be found one single occasion ou which R. Lindsay Coleman has aided or uplifted or stimulated the industry we will be pleased to have it pointed out, and, if substantiated, we will cheerfully print it in letters of gold.

Coleman is for Coleman, and for no one and for nothing else. He is a skillful schemer and clever "user" of men. He owes his position to it. Pope is a broad gauge merchant, ready to spend money for the sake of making money, even though others may share in the benefit.

The question is: Will the schemer or the merchant have control and direction of the biggest manufactory of bicycles in the world?

Wall Street ways are peculiar ways, and Wall Street ways will settle the question. But Wall Street has its eye on the dollar, and we say this to Wall Street: that if the sentiment and opinion of the cycle trade is worth a copper, the American Bicycle

Co., under Pope direction will beget more dollars, more good will and more confidence in one year than it will under an eternity of Coleman.

We say it in cold blood and without prejudice to Coleman, with whom we have no quarrel. But we are of and for the cycle trade, and we desire to see it helped, not hurt, and as between the two men now in issue there is not even room for a shadow of donbt as to which of them has helped and will help it. The very fact that Pope, holding three times as many bonds as any other one man, would be the biggest gainer by the Coleman proposal, is yet fighting that the stockholders shall be given a chance to realize on their investments is sufficient to show the difference in the calibre of the men. Incidentally, Coleman is understood to be possessed of but nine (9) shares of stock in the company of which he is the head.

Coleman may call reporters to his side and thus color the utterances of the public prints as he would have them colored, but nearly every one knows that he is, and long has been, bent on thwarting Pope, come what may. Practically all other considerations are of secondary importance. He is anxious that Pope shall not have the chance to succeed where only failure marked his administration.

Coleman has wet-blanketed the industry and weighted it down. Pope would prove in the nature of a tonic, much needed and much desired. He would deal less in schemes and more in the bicycle business.

Coleman's loss to the trade which at heart he belittles would be no great loss. The loss of Pope would be a loss not easily measured. That is why the trade's best interests, and, we make free to say, the interests of both bondholders and stockholders o the American Bicycle Co., are bound up in Pope in the present fight.

The Publication of Prices.

If the jobbers' enlarged organization, the National Cycle Trade Association, is able to enforce its resolution prohibiting the publication of prices it will earn for itself the everlasting thanks of the entire trade.

As a number of chronic and notorious

price-entters are included in the membership, apparently the enforcement will ultimately bring with it a test that will show the real strength of the organization.

That the advertising of cut prices has had as much as any other one thing to do with the creating of false ideas in the minds of the public and the consequent undermining of the business is undoubted, and anything that promises a lessening of the evil should be accorded a welcome the warmth of which is beyond simile.

More power to the National Cycle Trade Association!

Dissipating Winter Discontent.

Countless homilies have been delivered upon that copic of perennial interest, the dealer and his winter discontent. He has been lectured and admonished, advised, his duty pointed out and himself urged to do it. And there the matter has nearly always ended,

It used to be, and still is, except with those dealers who have cultivated the side line idea and made a success of it, that for the retailer the most melancholy days of the year were almost at hand. As we have always been told that the darkest hour was just before the dawn, so to the dealer the weeks between the first of the year and the awakening of the sleeping cycling world, which sometimes takes place as early as February, are marked in sable colors from centre to circumference. The ebb tide has reached its lowest point and the flood had not begun. Gloom permeates everything.

But with this gloom of blackest hue there was always the thought of the future, the near future, to tinge it with a less dispiriting color. z

Spring was coming, and with spring the cycling world followed the example of all other mundane things—it woke up and turned to the wheel with renewed interest and vigor. The embargo of snow and ice was lifted and the stream of cycling once

more swept on its way. With its release the dealer found occupation and was obliged to bend every energy to make the most of it.

For a good many years now the spring trade has been but a shadow of its former mighty self. If the dealer got a tithe of what he had been accustomed to he was lucky, and while his hopes might be disappointed his expectations were not.

For once the melaneholy season is a trifle less melancholy than usual. The last one witnessed some improvement, even if slight, and the future holds forth promise of a continuance of the betterment. There is ground—soiled, substantial ground—for the belief that a good season is approaching—good, that is, measured by some of the past ones.

Such an improvement as may reasonably be expected holds out no hope to the dealer who looks for a return of the boom days, or for the one who lacks means or energy to take advantage of it. But for the dealer who has trimmed his sails to catch the changed trade winds, whether by adding other lines of goods or by applying the knife to his establishment to the end that it will accord with changed conditions prevailing, there is a good augury for the future.

To such the next two months will pass quickly. There is the getting ready to do, the making of plans, the arranging of lines, the preparing of the store; engrossed in these tasks, the weeks will not seem unduly long nor the time reckoned in them altogether unprofitable.

The "Rediscovery" of Cycling.

May there not be something more than an idle dream in the vision of the dealer and the monologue from the wealthy customer to which he listened while in dreamland, as told in another place under the head of "Cycling Rediscovered"?

The little dream was given to The Bicycling World by a retail dealer in the upper part of New York City who deals with the aristocratic residents. He says it actually is the way he saw things one day while indulging in a waking dream, and he believes it to be propetic of the very near future.

The boom did do more harm than good. Many now are inclined to regard the bicycle as a machine of utility for the toiling classes and, the same as in the early days, hold it to be beneath their dignity. Many of those who learned to ride a few years ago have forgotten how enjoyable and beneficial they found the sport. There are many more who never knew.

It is not necessary, perhaps not desirable, that the rediscovery and the revival should come through the ultra-fashionable element, who are essentially faddists, but with them and the great middle classes is not a gradual, sane, sound and permanent reaction as certain, as it is that history repeats itself? After having held for a while an attitude somewhat similar to that described by Van Oldname, is not an awaking to the "good thing gone wrong" inevitable? In short, are there not already signs that this will be the way of the drift?

A premonition in line with this fancy must have been experienced by the man in the trade who recently said: "If I had my way I would put up a more expensive wheel than ever for next year—a regular edition de luxe, a thing of luxury. I would put on silver and gold trimmings, a saddle that simply could not be equalled. I would made a machine that would run like a Jurgensen watch and look like a piece of jewelry. I would charge \$100 for it and put a hundred dollars' worth into it."

If the Christmas demand for bicycles proves disappointing it will cause little surprise. The trade apparently has made no effort to interest or attract the gift-buying public. The only advertisement of "Christ-'s pariou and of auda suffragility, sapadaja sum adjad-and snoropopum is 30 augh 'Lus of pushouse of this city.

MORE THAN ONE OLD TIMER HAS TOLD US:

"That 25th Anniversary Number of

THE BICYCLING WORLD

was a treat. It made me feel young again."

WHAT HURT MOTOCYCLES

Makers Shortcomings and Inconsiderateness of Agents two Chief Causes.

After spending some six months on the road with a motor bicycle, calling on my oid bicycle agents, and those who have come into the business of late years, I am compelled to give as the greatest reason for there not having been more motor bicycle in use the past season, the unreliability of several makes of machines that were put on the market in 1901.

I have found that at least nine out of ten who bought these machines were so disgusted with them that no argument would prevail on them last spring to try another. They were so sore that they would not give any time to investigating this season's make of other machines.

They would simply say: "I will wait! I am ready to take hold of the motorcycle business when I am satisfied that the things will go! I have put all the money in them just now that I want to put in them," and many other equally, in a way, senseless remarks. I got "taken in" syself with one of these machines, but I got some experience ont of it that has been worth something to me, even if it did cost me good money and lots of hard work. I am pleased to say that I did not, for a moment, think because my first machine was a seeming failure that there would not be one that would be all right, so I was ready to start in again this spring, and it has been a season of unending pleasure. Now, Mr. Editor, am I not the gainer? I have learned lots and had lots of fun, while the other fellows have been whining around with sore heads, and trying to make themselves thing that the motor bicycle is no good! They are jnst simply getting left. Others are taking hold of the machine and making a success of it who have never been in the bicycle business.

There is another reason why those who took hold of the motorbicycle first did not have better success. They thought the thing must go itself, or without any more care than the bicycle. They would not give it any thought, or try to learn about it. This was very simple, to say the least!

And still another reason. The makers, in sending ont their first machines, sent them without any instructions. They, too, did not have care enough about them to even instruct others. This was all wrong. Well do we remember how hard it was even to get any reply to letters we would write the makers, asking them about this and that, never having had as much as the first line of instruction about running the machine, until we had had it two months and found it all out ourselves.

There is still another reason why no more motorcycles have been sold the past season. Many of the dealers are only in the business

for the dollars they get ont of it. They do not even take the trouble to learn to rnu a machine, and one we found on our trip West who did not even carry a sample. A townsman, becoming interested in the motorcycle, wanted one, so he went to a local bicycle and hardware dealer and had him send for it, as he thought it would be better to buy of a dealer in his city rather than from one far away. He himself has made two other sales for this dealer, letting him make all there was to be made, and then he did not want to even put in a small stock of little things, like spark plugs, in case one should be wanted. Do you wonder at the state of things pertaining to the motoreycle business?

Here is a clause that would be in any agency contract that I had to do with: "The said John Smith hereby agrees to ride, advertise and push the sales of these machines to the best of his ability. Also to take an interest in instructing all parties to whom he may sell machines, so they will understand how to operate them to good advantage." And no man would get an agency without earrying at least one machine in stock. Some men want the world without even asking for it. The person who makes a success of the motorcycle business, at this stage of the game at least, must understand the machine from A to Z and use one himself.

We shall see a change in the business next season. There are a few who have learned that the motorcycle is a success, and who are taking hold of it because they have the thing at heart, and understand the machine as they should, and to help matters I think it decidedly to the interest of the mannfacturer to use care in establishing agencies. It is better that a machine is not sold in a place than to have it in the hands of one who does not know how to demonstrate it in a first-class manner.

E. H. CORSON.

Van Dyke Heads the Association.

The result of the mail vote for officers of the Century Road Club Association resnlted as follows, Major, the captain, being the only man on the independent ticket who was elected: R. A. Van Dyke, president; T. M. Jones, first vice-president; H. S. Judd, Chicago, second viee-president; W. H. Latham, corresponding secretary; H. S. R. Smith, recording secretary; F. W. Eyre, treasurer; S. G. Major, captain; Charles Levy, first lieutenant; A. A. McFarlane, second lieutenant; E. R. Lawrence and G. J. Kohlman, color bearers; A. Neff and C. Moe, buglers; directors, P. Wollenschlager, John Cornish, C. P. Staubach, J. T. Wall, E. Polasek and A. Matheis, St. Paul.

Recent Incorporation.

Bloomington, 111.—The Samuel & Kiger Bicycle Co., incorporated by A. L. Samuel, Jacob R. Kiger and Alpha Samnel, with a capital of \$800; to manufacture bicycles and bloycle parts.

WHEN "INDUCERS" INDUCED

The Soft Spoken, Obliging Chap who Once Flourished and how he Worked.

"Nowadays travelling salesmen are confined pretty closely to selling the goods of the firm that employs them. But it was not always so. They were kept busy after their route had been covered, but in other ways." It was an ex-racing man and ex-dealer who spoke.

"We used to call them 'inducers' in those days," he went on. "As far back as the old high wheel days I remember them. They used to follow the race meets and other gatherings of wheelmen and circulate with the crowd and get in good licks for their firm on every possible occasion. They never, or rarely, at least, obtruded themselves. Instructions seemed to have gone out to be as unobtrusive as possible, and they were pretty generally followed.

"I well remember my first experience with one. It was back in the middle eighties, and I had gone to a neighboring town for one of my first races. I rode a Victor wheel, and this particular 'inducer' looked after the Columbia interests; but so deftly did he do it that I did not know it at first. Some one introduced him, but the name was strange to me, and as we were all hail fellows well met I chatted with him for a little while on ordinary topics. He made himself very pleasant, did one or two little things for me, expressed the best wishes for my success, and when I won a place in my race he was one of the first to congratulate me.

"In the next few months I met him on several occasions and got to know who he was. It was not long before he got at me to change my monnt, and had I not been so enraptured with the Victor he would have succeeded. But I was faithful to my first love and turned him down.

"So well did he play the game, however, that my refusal didn't feaze him a particle, and we remained just as good friends as before. So thoroughly did he ingratiate himself with me, in fact, that my friendly feeling toward him extended to his machine, and whenever I could say a good word for it I did so. The next year when I looked around for a racing wheel he was ready with the suggestion that it be a Columbia, and he arranged matters so that I should have the loan of one. I raced on it for a conple of seasons, and whenever I wanted anything done my friend the inducer stood me in good stead.

"As I learned subsequently, he was allotted a certain territory, and did nothing but perambulate lt, getting in his fine work wherever he could. He became a well known figure, and wherever there was a chance of making a convert or of smoothing over a difficulty he was on hand to do it."

REORGANIZATION OF THE

American Bicycle Company

To the Holders of Five Per Cent. Debentures, Preferred and Common Stock of the American Bicycle Company.

Notice is hereby given that the undersigned Committee representing large amounts of the above mentioned securities, have adopted a plan and agreement of reorganization which is filed with the CENTRAL TRUST COMPANY OF NEW YORK, 54 Wall Street, New York City.

PLAN OF REORGANIZATION.

Upon the purchase of the properties of the American Bicycle Company by the Committee under the provisions of the agreement, a new Company is to be organized to acquire said property which will issue the the following

NEW SECURITIES

\$2,500,000 Six per cent. Cumulative First Preferred Stock, preferential both as to assets and dividends, to be issued only for cash. The right is to be reserved to retire and pay off all or any part of the First Preferred Stock at One Hundred and Ten per cent.

\$10,000,000 Non-cumulative Six Per Cent. Preferred Stock, preferential over Common Stock with respect to both assets and dividends.

\$10,000,000 Common Stock.

ASSENTING SECURITY HOLDERS WILL BE ENTITLED TO NEW SECURITIES AS FOLLOWS:

Five Per Cent. Debentures, for each \$1,000 Debenture \$1,000 new Second Preferred Stock.

Preferred Stock, on payment of \$9 in cash per share, \$9 in new First Preferred Stock and \$50 in new Common Stock.

Common Stock, on payment of \$9 in cash per share, \$9 in new First Preferred Stock and \$25 in new Common Stock.

The cash payments required of old stockholders as a condition of participation are to be payable when and as called for by the Committee.

Stock of the new Company will be held under a Voting Trust for a period of five years. The Voting Trust Certificates representing the new Stock will be delivered when the reorganization is complete.

A syndicate has underwritten all the cash payments provided for by the Plan.

The holders of the Debentures and Preferred and Common Stock of the old Company are requested to deposit their holdings with the Central Trust Company of New York, under the plan and agreement and subject to the order of the undersigned as Reorganization Committee on or before the 7th day of January, 1903. Negotiable receipts will be issued for deposited securities When, in the judgment of the Committee, a sufficient amount shall have been so deposited the plan will be declared effective,

The new securities not required for the purpose of the reorganization are to be held or disposed of as provided in the plan.

Copies of the plan and agreement may be obtained from the CENTRAL TRUST COMPANY OF NEW YORK. 54 Wall Street, or from the Secretary of the Committee, 18 Nassau Street, New York City.

New York, December 20, 1902.

BUTLER, NOTMAN, JOLINE & MYNDERSE,

GEORGE F. CRANE, COLGATE HOYT, F. S. SMITHERS,

WILLIAM A. READ, Chairman. FREDERIC P. OLCOTT,

Committee.

FREDERICK S. HURST, Secretary.

ALEXANDER & GREEN,

Counsel.

CYCLING REDISCOVERED

A Wealthy Patron Explains It All to the Somnolent Dealer.

"Then methought the air grew denser.

Perfumed from an unseen censer. — .

It was just about dusk on Christmas eve, when I stretched my legs wearily toward the stove and gave myself over drowsily to reminiscent reflections of the days when cycling was in flower, and as the fire grew dimmer I pondered the reasons why it should have a return to a healthy and permanent popularity.

I did not hear the door open and was first conscious of the presence of some one when I heard a deep-voiced, long-drawn "Well?" I looked and saw a man whom I recognized as Cuttendorf Van Oldname, one of my best customers. He keeps a stable of fancy wheels in my place, a chainless, with two-speed gear, coaster brake and cushion frame, for touring; a light, chain, racing wheel for exercise dashes on the parkways in summer time; a "go-between," as he calls it, a lightweight chainless, and two tandems, one a double diamond frame and one with a drop frame behind.

Van Oldname wanted his "go-between" wheel sent to his house at 11 o'clock on Christmas Day, so he could get up his appetite for dinner, he said. He vides all winter unless the snow is knee deep. He was in a good natured, leisurely mood, and dropped into a chair opposite to mine. He looked at me and seemed to read my thoughts, for without introduction he began:

"So you wonder how it is that bicycling has become popular as a sport, pastime and exercise again? I say again, for I believe I have heard you say that there was a time once before when the bicycle was used for pleasure by the better classes, as well as a utility vehicle. I don't understand how it ever could have been dropped; it must have had some cruel blows. As it is, I and all my riends regard cycling for fun and exercise a new discovery, you know, while you call it a revival. Just before I began to ride every one held the bicycle rather in contempt as a cheap convenience for tradesmen. No one ever dreamed of riding one for pleasure. We travelled in fast automobiles until we all had big noses, sore eyes and thick lips. The bicycle was regarded as being peculiarly the machine of messenger boys and butcher boys; they were for mechanics and clerks to travel from house to work and back again; for school teachers, children and middle-aged gentlemen with chronic dyspepsia. We never conceived of it as a vehicle for sport and pleasure. You remember that time. Ah, well! It's different now, eh?

"It's easy enough to see how it came about. No need for puzzling. The potentiality of the bicycle was there all the time, but it wasn't appreciated. I've heard you

say yourself that in the other days which you remember, the situation wasn't handled properly. It was over-boomed, put into the wrong hands, blown up till it bursted and then allowed to drop flat.

"I suppose my own experience may be taken as typical of the way the bicycle was re-discovered. The automobile was no longer a novelty and we were all tired of it as a plaything, though it is all right when you want to get there. There was nothing in the airships, golf had become rather insipid, and I guess every one, like myself, was getting back to the rational stage where we wanted more sober living and more honest, healthy exercise. The growth of the belief in outdoor athletics as a regular regimen was behind it all, and that is an American characteristic that now is permanent. But to get back to my story-I was sitting at the club window one day when I saw a sight that made me almost fall out of my chair. Reggie Blublud rode up on a bicycle! He stopped in front of the door and grinned like an idiot when he saw the sensation he was creating in the club house. His bicycle was as different from those of the messenger boys as a blue ribbon beauty at the show is from a plough horse. It had gold and silver trimmings, his coat-of-arms and all sorts of elaborations on it, and it did look nice. I thought he had gone crazy at first, but he told me that riding it was the greatest thing in the world for enpui, the blues, or indigestion, and no end of fun. He got the idea from seeing a couple of boys having sport awheel, and he wondered why he could not get semething out of one of the things instead of letting errand boys and mechanics monopolize them. He was sure they were good for something beside carrying messages. Well, it wasn't a mouth before Reggie had me and his whole set, girls and all, dipping into the game. That was three years ago, and pow there is no one that I know who would think of giving up his bicycle any more than he would his saddle horse, or dog, or motor runabout. I take my ride the same as I do my plunge, for the pleasure of it and the good it does me. There is no one going crazy about it or overdoing it now, but they keep at it, and that is the reason you fellows do a good, steady business. 1 see that you have a lot of business men and folks of the middle class on your lists now. Well, it's a great thing, er-er-

Suddenly I could not hear or see him, I felt strangely cold. The fire was out. I must have been asleep for hours, because the policeman on the beat put his head in the door and called out, "Merry Christmas!"

If you are going abroad you should join the Cyclists' Touring Club now, and not wait for the rush of the busy season. A preparatory course of C. T. Co. literature availed of now may save you many dollars, and greatly enhance the enjoyment of your tour. Send your full name and address and a two-cent stamp for blanks, etc., to Frank W. Weston, United States Chief Consul, Boston; Mass. ***

HIS SHATTERED DREAM

Why the Repairman Returned to his Calling After Acting as a Rich Man's Chauffeur.

"A chauffeur's lot is not a happy one, and it's back to the bicycle for mine." This is the burden of the song of one New York man who up to a year ago conducted a bicycle shop and repair store on one of the avenues of the city. He thought the bicycle business rather slow for him and drew glowing mental pictures of the glory there was in being the chauffeur on the big motor car of some prominent millionaire. In the fall, when he recognized that the time for "snowball diet" was near at hand, he closed out his business and took a position as a chauffeur for a man who was a really and truly millionaire and a good sportsman to boot.

According to his own recounting, it was glorious for a while. The millionaire was a good fellow, and was almost chummy with him. He had plenty of work, but also plenty of fun and got a good salary. His troubles began when the wife of his employer began to grow fonder of automobiling. She soon got so that she wanted to go out three or four days in the week. She did not have the democratic instincts of her husband, and was not a "good fellow." She had an idea that chauffeur was only a French name for flunky, and treated him the same as she would a coachman.

Before long she had the motor car stable and also his sleeping room connected by wire with the house so that she could ring him up when she wanted him, and she began to use him for all sorts of jobs. The next thing he knew he got orders that when he responded to a summons he must approach with great deference, give a salute and stand "at attention" like a butler while receiving instructions. Right on top of this came the order to don a brass buttoned suit of leather livery, and that was the last straw. The millionaire did not approve of his wife's doings, but would not go counter to her wishes, so the chauffeur quit and went to work for a fellow bicycle repairer, with the intention of opening a new shop of his own in the spring.

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The Retail Record.

Milwaukee, Wis.—Jonas Cycle Co., erecting two-story 100x30 addition.

Lewiston, Me.—A. T. Swift, new repair shop.



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MOTORS IN WINTER

How Their Operation May be Aided-The Part Played by Carburetters.

Now that cold weather is here the question of starting the motor becomes a problem that is largely affected by the construction and design of the carburetter. Some of these are so constructed that they use the vapor from the gasolene in a more or less raw state. That is, the feed of the gasolene is so direct that the resultant gas is somewhat "raw."

In a few notable instances the gasolene, after it is sucked against a cone or other form of obstruction for breaking up the gasolene, is then fed direct to the motor with a proportional admixture of air, but without any subsequent means for churning it into a more homogeneous condition. Others, and they ought to be more generally used than is the case, are so constructed that once the spraying of the gasolene has been accomplished against the cone-for in the matter of the cone they are all alikethis spray is further broken up and more positively mixed with the air by some kind of semi-obstruction between the cone and the passage to the engine.

The form that this semi-obstruction takes is many, and according to the ideas, if not the experiences, of the designers and makers. The term semi-obstruction is used because that is what does or should take place, in other words, whatever means are used to increase the co-mingling of the sprayed gasolene and the added air, that means should be so designed and proportioned that, while it prevents the raw spray from going direct to the motor, at the same time it does not overincrease the resistance to an easy passage of the gas into the cylinder. It must be remembered in this connection that the gas is carried to the cylinder by the outside atmospheric pressure, or, as it is more popularly known, by the suction in the motor caused by the vacuum on the intake stroke. This same condition opens the inlet valve against the tension of its spring and its own weight.

With the resistance of the intermediate valve weight and spring, and that of such construction as the carburetters have to assist in assuring a thorough mixture, it can be seen that this construction is of prime importance. It is a comparatively simple matter to design for complete mixture, but not so simple to design for the least resistance in conjunction therewith.

As a matter of historical interest, because it was the first simple carburetter made in this country, it is now in the third year of its use, and has had a larger vogue and been more widely copied for motor bicycle use than any other, that with which the

Auto-Bi is equipped, is an excellent example. The gasolene is fed against a cone, which has the shape of an inlet valve with a larger head, and there sprayed. At the same time a current of air is fed against the cone to pick up the sprayed gasolene. Above this point, and between it and the throttle valve controlling the gas supply to the motor, are placed three finely meshed layers of wire guaze. They really act as sieves, straining the mixture of any foreign substance and at the same time thoroughly blending the gasolene spray and the air drawn in under the cone.

Whatever the construction, that which adds to the completeness of first mixing, or that which depends only on the first spraying, the temperature of the admitted air has much to do with the efficiency of the motor. In a greater degree with the latter than with the former. Therefore, for riding



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in cold weather, at least, the motor can be made to run with greater certainty and with more power by directing to the air inlet opening of the carburetter the heated air coming off the motor.

Some carburetters are provided with a duct for this purpose. Those that are not can usually be easily equipped. This equipment, of course, only serves its purpose after the motor has been run a while, so that it is at first that something should be done to insure easy starting and little pedaling. When the bieyele is to be started from the place of housing it then the matter is simplified by running it indoors for five or ten minutes immediately before starting out. Of course there are times when this preliminary "canter" cannot be indulged in, when the bicycle has to be started out doors after cooling off from previous riding. In these instances a petcock on the head of the motor comes in mighty handy, as a few drops of gasolene can be squirted through it into the cylinder. Immediately closing the cock, the gasolene expands, and

by turning the motor over the compression warms up the cylinder for subsequent charges from the carburetter. In excessively cold weather a few repetitions of this method will almost always insure a start when the machine is mounted.

Dealing with this subject of carburetters calls up that sometimes that device is charged with error when the real fault lies elsewhere. A case in point occurred during the twenty-mile paced race between Elkes and Michael on the Saturday night before the last six days' race at Madison Square Garden.

Those who knew something about motors noticed that Michael's pacing machine was not running just right, indicated by the tone of the exhaust. Most of these seemed to think that something was wrong with the mixture, and this belief was seemingly shared in by the operator of the machine, as every little while he would reach for the earburetter and give it attention. Of course this did have some effect in making matters better or worse, but the real fault was at the primary contact in the spark controller. There was too much arcing between the serew and the blade, with the consequence that a lot of the current was lost, at these points, which should have gone to the coil. In other words, the coil was not saturated enough to give a high boosting of the voltage to overcome the compression resistance in the cylinder, and at the same time to propagate the flame from the ignition in the right manner to get the power.

It might seem from this that the matter could have been corrected by regulating the time of the spark to make up for this difference. But such is not the case. Power not only comes from compression, but it also comes from a thorough inflammation of the compressed charge of gas. To secure this there must be an instantaneous propagation, because of the high speed of the motor, and because of the infinitely short period during which the compression is at its most effective state. It would be realized from this that if every bit of current drawn from the battery is sent to the coil there will be a spark at the plug points of enough tensity to not merely overcome the resistance of the gap multiplied by the compression of the motor, but high enough in heat units to shoot the flame through the mixture without lagging-assuming the coil to be correctly proportioned and constructed. Inflammation will take place at that instant of most effective compresssion.

This inflammation of the mixture and its time of taking place relative to the position of the piston is an interestinb subject which has been given little comparative study in its relation to the construction of the carburetter. The general construction was briefly dealt with at the beginning as to its effect in aiding or retarding a complete charge for the cylinder. The following notes baye to do with its effect along the

lines of timing the spark, relative to the piston stroke, to get the most effective power from the mixture.

Illustrative of this subject, then, is in mind three motor bicycles, which, for convenience, will be known as A, B and C.

The motors on these bicycles vary somewhat in the bore, stroke, compression, size of flywheels and method of driving. The speeds, not taking into account special efforts, but those shown in friendly brushes among the riders, is rather material between A and B, and slight between B and C. Most of those who discuss the matter take it that the differences in detail of construction explain the whole matter. This is their error. There are, of course, some differences from that direction, but there is another faction entering into the solution

which they overlook. That factor, as indicated, is the carburetter.

Makes B and C have the lead for the spark at practically the same point in the piston stroke, while that for A is most markedly different, being very much more. The carburetters on B and C have much the same thoroughness in mixing the gasolene and air, but C has less resistance to the passage of the mixture, both in the carburetter and in the feed pipe to the inlet. It is also of slightly larger cylinder capacity, and between these lies much of the better speed of C over B.

When it comes to A, however, there is much letting down in power that cannot be wholly explained in the difference of motor proportions. Careful study of the situation leads to a positive conclusion that the explanation is found in the carburetter. This device does nothing more than spray the

gasolene as it is drawn through the small opening of the feed pipe. An opening gives a certain quantity of air to this spray and the resultant mixture is taken direct to the motor. This mixture is merely a vapor, there being little chance to gasify. It is raw and wet and about as good for power as saturated steam would be in a steam engine.

What is the result? The ignition must take place long in advance. This because the charge in the cylinder is so crude that it will not inflame as a gas, instantly, but must be burnt as a volatile liquid. This burning means that time has to be allowed for propagation of the flame throughout the entire body. By the time this has taken place some of the effective heat units have been lost that would otherwise have been utilized when the piston reached the full of its compression stroke.

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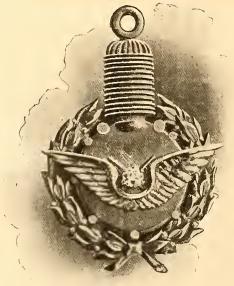


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TRICKS OF THE TRADE

Some of Those Employed in Former Years and Which Avoided Trade Demorilization.

"In the good old days, when the maker of a particular machine regarded his agents as members of his family, there were tricks of the trade just as there are now," remarked an old timer reminiscently. "I recall well the injunction of one, an injunction that was neither written nor spoken, but which was, nevertheless, quite as well understood as if it had been. 'Sell the machines at list prices if you can,' it ran in effect, 'but sell them anyhow.' And we lived up to it, you may be sure, and the number of machines we sold was astonishing."

"Yes, and I remember another case of the kind," put in a second veteran. "The scheme was put in practice by an entirely different concern, one that always prided itself on its stiffness in the matter of price.

"One year May came around without its medium grades having gone off at all well. There were more of them in the factory than was pleasant to contemplate, and repeat orders were not coming in with the rapadity that was desirable. So a council of war was held, a plan decided upon and means to carry it through made. The travelling men were started out once more, just as if it had been the early part of the year.

"One of them came to us, and this is the way he worked it: 'We had not been pushing the machine very hard, the chief trouble being the small discount given us, and this was well known to the traveller. But he was very snave, not referring to unpleasant topics, as I feared he would. Instead he told us how anxious he was that we should take more interest in the machine, and that he hoped that either my partner or myself would ride it. He was prepared to quote us a special price on a special machine of this character, he said, and he named a discount that was just about double the regular one.

"At the figure we knew the wheel was good value, and as we could not very well refuse point blank to ride it we agreed to the proposition.

"The traveller whipped out a printed blank and filled it out. It set forth that in consideration of the special price given the machine was to be ridden by—and he paused for the name. My partner and myself exchanged glances and hesitated, not knowing which name to give. 'Oh, I'll make it John Smith,' the salesman put in, and wrote it on the blank. We were rather astonished, but still did not see through the game.

"'Now, if you have any of your employes that you would like to get machines for at the same figure—say, men in the repair shop—I can make the same arrangement,' was the next admission.

"This time we did 'tumble,' and gravely

gave the names of Sam Jones and a few more—Brown, Robinson, etc., until we had blanks filled out for half a dozen more machines. They came a couple of days later, and we promptly got rid of them at the best prices they would bring. And as that plan was followed all over the country, the overproduction was got rid of without very much trouble."

Riders Who Fool Themselves.

"The Bicycling World crowded a grand lot of interesting history into short space in its anniversary number last week," said a veteran of the retail trade the other day. "The facts about persons, firms and clubs and dates are valuable, and were needed. Do you know, it's a very curious thing, but perfectly true, that most riders who began to ride ten, lifteen or twenty years ago think every year that their beginning dates back further than it does. I have one such man, who has been a customer of mine for years; he is a cousin of President Roosevelt, by the way, and believes in the strenuous life. He began riding in 1882, I think, it was somewhere in the eighties, anyhow, and every year when he comes in he shoves his reminiscence further into the past-does it quite honestly, understand. The last time he was in we were talking about something connected with old times, or looking at the picture of some wheel or accessory; I've forgotten just what it was, but at any rate he exclaimed: 'Why, I had one like that thirty years ago.' He actually believed that he had been riding thirty years. And do you know there are a lot just like him? As the years slip by it seems every season as if the time when they began was much earlier than it really was. The recital of the happenings of the early days, of the first races, of who the first riders and first clubs and pioneer manufacturers really were. will give some of these well meaning and honestly mistaken ones who think they are veterans a chance to test their memories."

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HOW HE WAS CONVERTED

What Overcame his Opposition and Brought him Around to Motor Bicycles.

He was one of the dealers who had fought shy of the bicycle that "robs hills and head winds of their terrors, and when it was found he had taken "an agency," he had been chaffed not a little. Finally, he "owned up," to the causes of his conversion. They are not new, but the instance shows the way of things and teaches patience and insistence to those who are marketing the goods.

"An open confession is good for the soul, and I'll confess that every time a motor bicycle representative got after me to handle his make I put it down as a mere desire to sell," he said, "and when he gave me the argument that if I had one in my window and took it out to occasionally ride it, I would get a lot of local advertising that would help sell motorless bicycles, I laughed in my sleeve. But I've found they were right. I was a chump, and am out quite sequence. Here is how I came to be converted and convinced:

"About a month ago a friend of mine got hold of a motor bicycle, in some kind of a deal, and arranged with me to keep it at my store. At the first I thought he wanted to keep it here for his own convenience. Now I know that he was in a conspiracy of one to make me wake up, and so long as I am in business there will be no storage charges for him to pay. The thing was infectious, and I found myself learning to run it while he was away during the day. In a little while he suggested putting it in the window. Then I had to show my hand, and own up that I would just kind of like to ride it once in a while. Foxy Quiller, it was just what he had expected and aimed to do.

"Well, there is this result. Most of the boys in my town, it's a small one, hang round my store nights, and those who didn't talk motor bicycles are getting interested in my pedal pushed lines. I am going to self a few motor bicycles, but I am also going to sell more of the other kind next year than I have ever done before. I have been a pretty liberal advertiser in our local press. but all of it never brought as many to my store as that motor bicycle has, and more than that it has brought them at a time of the year when newspaper advertising wouldn't, and when I have got more time to work on them for a spring delivery of the other kind.' The whole thing reminds me of a temperance rally; I am the horrible example, and would be willing to stand up before my fellow sinners (dealers without a motor bicycle agency) if it would only do them any good. But too many of them are blind; blind as the proverbial bat. They are also like the ostrich, with his head in the sand, they are doomed if they keep it there much longer."

Racing in Australlia.

"The racing men of Australia are fully as proficient in their several lines as are those of our own country," says Alex MacLean, of Boston, who has just returned from the land of the kangaroo. MacLean was in that country sufficiently long to gain some insight into the racing, and he was impressed with the appearance and condition of the men, as well as with the excellence of the tracks and the way races are ridden. The sprinting game is the one that is most popular; in fact, motor paced races are rather the exception, and that branch of the sport needs a great deal of development.

The method of racing differs materially from that in this country. Team work is permitted in every contest, and, what is more important in some ways, the men divide the cash prizes among teams, on the track and in the presence of the officials. In every handicap race there is always one team against another. A low marker will have about three men in the race, scattered at different points between himself and the limit mark. These in turn pace the man selected to win the money, and the profits are divided among the team.

Despite this team work the men ride clean and free. There is no elbowing and no looking around, and, comparatively speaking, the sport in that way is far ahead of that in America.

The League of New South Wales Wheelmen does a great deal of good for the men registered with it. When a rider secures his registration card he is given a racing color and a number on leather, which must be worn in every contest in which he rides. Then, upon the presentation of his registration card to railroads and hotels, he secures half rates.

W. A. Brady, the New York theatrical manager, is reported to have taken a lease of the Atlantic City track. This course was a failure last year, but for the coming year will be put under cover, and it is said that the races will be run in connection with a vaudeville entertainment. Cash purses will be paid for all cycle races which will be run every ten minutes during a continuous performance, it is said.

Paced Championship Established.

The professional paced cycle championship of America next year will be decided on a circuit which will include the most important tracks in the country. This was determined at a session held last Monday at the headquarters of the National Cycling Association in New York. Representatives of the following tracks were present: Charles River Park, Boston; Revere, Mass.; Providence, Hartford, Madison Square Garden, Philadelphia, Atlantic City, Baltimore, Washington and Pittsburg. It is the intention to have twelve tracks, which will be divided into northern and southern divisions. Three riders will compete in every championship race, and the pacing will be done by the fastest single machines now available. In every race a winner will receive five points, second rider three points and third rider one point. After the circuit riding is over there will be a division of prize money, distributed among the five leaders in the percentage table. Twelve of the best followers in the country will participate in the circuit, and two of the best European stars also will be engaged.

Another meeting will be held in this city in January, when arrangements for the circuit will be completed. Besides the paced circuit there will be the usual grand circuit for the sprinters.

Why Bald Will Revisit France.

Eddie Bald says he will go back to France in the spring because he was treated well and had a great time there last summer. No wonder! According to some of the gossip picked up in the camps of the men who returned from Europe just before the six day race Bald and Elkes got their expenses and guarantee money before they rode a race. If the talk be true, their training for the races was far from arduous, and the story runs that the night before Bald beat Ellegarde the pair punished a goodly lot of American liquor, to wit, whiskey. Bald could stand it better than Ellegarde, and the next day he went out and beat the champiou quite "on the level" in slow time. The returned racing men agreed that their trip to France was "like finding money."

To Race for French Francs,

On La Touraine last Thursday Robert Coquelle, of the Buffalo Velodrome, Paris, and one of the editors of Le Velo sailed in company with Gougoltz, Breton and Darragon, riders in the six day race. Coquelle came here to report the race for Le Velo and to sign some American riders for races in Paris. He engaged Joe Nelson, the pace following wonder; George Leander, now of six day fame; Harry Elkes and Owen Kimble. "Major" Taylor had been previously engaged. Coquelle's last addition to his string of riders was Woody Hedspeth, the negro rider from Indianapolis, who entered the six day race, but fell and broke his collarbone before the race was two hours old.

I. C. U. Triumphs Over I. C. A.

The Australian Federated Cycling Council, which includes the various organizations which control cycling in the several colonies of Australia, has applied for membership in the International Cyclists' Union, and so has the N. C. U., of England. This makes complete the supremacy of the body which threw off the Sturmey yoke and organized in opposition to the I. C. A., which until now survived only through the persistency of the English body in remaining isolated.

Indorsed the \$20,000,000 Bill.

The Metropole Cycling Club and the New York Motor Cycle Club have both passed resolutions favoring the Brownlow good roads bill now in Congress; the New York Remnant, L. A.*W., has followed suit. The bill, which was published in full in the Bicycling World two weeks since, seeks to establish a burean of public roads in Washington and to set aside \$20,000,000 for federal aid in road building.

Cooper Aspires to Murphy's 57 4=5.

Tom Cooper has declared an intention of building an automobile pacing machine, behind which he hopes to lower the one-mile straightaway bicycle record. The mark at which he aims is, of course, the 57 4-5 seconds made by Charley Murphy behind a Long Island railroad train on June 30, 1899.

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Volume XLVI.

New York, U. S. A., Thursday, January 1, 1903.

No. 14

TO SQUEEZE STOCKHOLDERS

This Appears the Coleman "Plan" as Disguised by a "Protective Committee."

The opposition to the reorganization plan of the American Bicycle Co., which grows out of R. L. Coleman's embittered desire to block Colonel Albert A. Pope and his well known. I-won't-p/ay-if-I-can't-have-things-my-way disposition, has taken the form of a so-called "protective committee," the real purpose of which is understood to be to "freeze out" the stockholders and to grab everything in sight for the wealthier holders of bonds,

The committee consists of Edwin Gould, chairman; Francis L. Higginson and Wm. H. Taylor. They have issued a notice which recites their dissatisfaction with the terms offered by the reorganization committee and announces they are "preparing a plan assuring a more equitable treatment of the debenture holders, as well as of all other parties in interest." Holders of debentures of the American Bicycle Co. are therefore urged to withhold their bonds for the present, and to communicate with the committee,

According to a Wall Street source the "protective plan" includes a 10 per cent, assessment on the bonds and what is substantially a "merry ha! ha!" for the stockholders.

Despite the opposition, however, the reorganization committee appears confident that its plans will prevail.

Tucker Locates at Sidney.

Sidney, Ohio, instead of Urbana, will benceforth be the location of the Tucker Bicycle Wood Work Co. Since the destruction of their factory in Urbana by fire the Tucker people have been casting about for a new site, and an established factory in Sidney, previously used for the manufacture of school furniture, offering, and the citizens of the place subscribing sufficient stock in the company, the deal was quickly arranged, and the Tucker company at once entered into possession of the plant, and soon will be turning out rims and guards as of old.

Manierre Heads Chicago's New Concern.

Further particulars of the Fowler-Manson-Sherman Cycle Mfg. Co., the organization of which in Chicago was noted two weeks since, indicate that the concern "means business," and is not lacking the necessary sinews of war.

The president and treasurer of the company is William R. Manierre, proprietor of the Ceneral Warehouses in Chicago; George Manierre, jr., is vice-president, and Albert W. Moore, secretary and general manager. The latter has been engaged in the Chicago cycle trade since 1892, first as Western manager of the New Mail interests and later with A. Featherstone & Co. R. C. Scherling, for nineteen years with the St. Nicholas Mfg. Co. and later with Ames & Frost, is the factory superintendent.

They announce that they have "purchased the entire plants, including the machinery, fixtures, trade marks and goodwill of the Fowler Cycle Works, the Manson Cycle Co. and the Sherman Cycle Co.," and that it is their "purpose to supply the agents heretofore representing these companies, as well as the trade generally, with the same brands of high grade bicycles, together with all the respective parts heretofore manufactured by them," the patents and patterns of which they now own and control.

Merseles Steps Down and Out.

Theodore F. Merseles, for many years R. L. Coleman's right hand man, both before and after his accession to the presidency of the American Bicycle Company, yesterday retired from all connection with the concern, and will engage in an entirely different pursuit. Latterly Mr. Merseles has been serving as vice-president of the International Motor Car Co.—one of the A. B. C.'s possessions—to the presidency of which Colonel Albert A. Pope recently succeeded.

Goodyear Enlarges Again.

The Goodyear Tire and Rubber Co., Akron, are completing and expect to occupy early this month an additional building 300x60 feet, of three stories. It is to be used for a general extension of the company's business. An addition of similar size and a pressed brick office building, two stories and basement, were completed by this company in September, 1901,

FORG SUES FAUBER

Claims Infringement of his Bottom Bracket Shell and Tools for Making It.

While heretofore it has been the Smith bottom bracket patent that has almost wholly occupied trade attention, the Forg patent covering the one piece bottom bracket shell is now due to claim a share of the notice.

Mr. Forg—Peter Forg, the Somerville, Mass., parts maker—has made a move in that direction by filing suit against the Fauber Mfg. Co., Elgin, Ill., makers of the Fauber hangers. He alleges infringement not only of the patent involving the shell itself—No. 581,907, May 4, 1897—but of the one covering the tools for the forming of it—No. 550,750, December 3, 1895. It is his intention to push the case to trial with all the dispatch and energy possible.

That the patents are strong ones is evidenced by the fact that they were recognized by the Crosby Co. and also by the George L. Thompson Mfg. Co. and C. J. Smith & Sons Co. After the last mentioned concern was absorbed by the American Bicycle Co. an offer was made Mr. Forg and refused by him.

The particular bottom bracket shell in issue is that made of tubing and with the lugs swaged or drawn up on the tube.

Diamond's Big Addition.

The growth of the Diamond Rubber Co, at Akron, during the year has been marked by the completion of an additional brick building upon its premises, 330x80 feet, five stories and basement. The tire departments were removed into this building last February, making room in the older structures for an extension of the manufacture of mechanical goods. An additional engine of 350 horse power, making a total of 35,000 horse power, was installed.

Manufacturers Meet on Saturday.

The Bicycle Manufacturers' Association meets in Buffalo on Saturday next, 3d inst. At that time it is expected that the committee intrusted with the formulation of the plan of the projected pool will present a report.

OUR BEST CUSTOMER

Japan Now Heads the List, but November Exports Were far From Satisfactory.

Apparently the expectation, based on the gains that marked several months of the twelve, that the year 1902 would show an increase of exports—was a vain one. The slender margin that existed on the right side at the end of October was wiped out by a loss of some \$26,000 during November, which brought the total for the eleven months below that of the corresponding period of the previous year. Excepting Italy, the month's losses were general throughout Europe, the decrease being notably heavy in the United Kingdom and Germany.

The feature of the month, however, centres in Japan. For the last quarter that country has been steadily making for the position of being the largest buyer of American bicycles, until it has been a question whether it would not pass Great Britain. The turn of affairs during November finally settled the question. While Japan increased Britain reduced its purchases, and the Flowery Kingdom now stands as our best customer.

The only other countries to substantially better their purchases of November, 1901, were Australia and Africa, the record in detail being as follows:

Boomlike Conditions in Japan.

Apparently the increase of cycling interest in Japan, which has been gathering force with the years, is near to the long expected boom'?

According to the Swiss Consul there, who seeks to explain the decrease in the imports of watches, "the cycle sport takes daily greater proportions and receives encouragement from the highest quarters, since everyhody believes in the development of the narrow chested people, which can only be attained by interesting every one in healthy sport and exercise. Our watch and clock industry finds in the bicycle a direct rival, and one of the greatest importance. Formerly it was the aspiration of a young Japanese to buy a watch and afterward to purchase a better one, whereas his only ideal is now to possess a bicycle, and as soon as he can afford more money he spends it on a luxurious lamp, a beautiful bell and other accessories."

Willis Will Maintain Two Stores.

Although E. J. Willis has branched out and opened a large establishment at No. 8 Park Place, the Park Row Cycle Co., at No. 23 Park Row, will continue to exist. There has been no intention of abandoning the good old stand. Willis is simply spreading, that is all. The new Park Place store, with its four stories, basement and cellar, will be a wholesale depot for automobiles, bicycles and supplies of all sorts, while the place in the Park Row basement will be continued as a retail store exclusively.

"Motorcycles and How to Manage Them"; 126 pages, 41 illustrations; cloth bound, \$1. The Goodman Co., Box 649, New York, ***

	No.		Und Comment	At 1- NT	
Dominated 4			111 months		
Exported to—	1901.	1902.	1900.	1901.	1902.
	vames.	Values.	Values.	Values.	Values.
United Kingdom	\$41,517	\$12.146	\$424,513		\$372,042
Belgium (a)	1,940	1,313		33,353	43,661
France	13,454	9,157	178,631	192,746	173,SS6
Germany	16,498	3,849	332,927	202,984	248,821
Italy (a)	4,040	4,531		48,149	62,876
Netherlands (a)	7,072	2,908	[]	140,283	130,773
Other Europe	13,621	12,614	631,697	274,290	277,190
British North America	4,702	3,731	363,982	287,192	166,089
Central American States and British					
Honduras	641	278	2,439	5,554	2,705
Mexico	1,601	2,607	14,028	20,616	24,785
Cuba	. 1,016	902	66,685	12,793	10,768
Porto Rico (b)		.,	1,461		
Other West Indies and Bermuda	3,870	3,343	46,804	47,350	44,175
Argentina	1,938	228	71,815	7,912	6,612
Brazil	579	735	18,272	5,970	6,313
Colombia	30	84	3,504	712	S97
Venezuela (c)		37		1,596	456
Other South America	2,201	1,894	38,420	25,811	18,270
Chinese Empire	2,814	248	20,108	53,977	24,408
British East Indies	3,996	3,799	57,443	50,980	47,291
Hongkong	430	303	5,820	3,685	5,498
Japan	4,920	16,705	226,035	201,615	374,528
British Australasia	12,077	22.174	202,163	178,194	200,96:
Hawaii (b)			32,473	.,	
Philippine Islands	1,152	1.120	65,394	29,352	18,85
Other Asia and Oceauia			26,042	22,038	26,663
British Africa				83,096	
All other Africa		2,100	66,427	*5,965	
Other countries				282	1:
Total	 \$147.647	\$121,229		 \$2.418.973	 \$2,407,139

(a) Included in "Other Europe" prior to Jan. 1901. (b) Now American possessions. (c) Included in "Other South America" prior to Jan., 19001.

DUNLOP'S BIG PROFITS

Earned Nearly a Million and a Half During 1902—But its Patents Expire Next Year!

As 1904, the year of reckoning—its patents then expire—for that British colossus, the Dunlop Tire Co., approaches, its efforts to prepare for it become more strenuous. Burdened with millions of unnecessary and unusable capital, striving desperately to hold up prices to an abnormal figure and yet keep under its thumb competing companies, and acutely conscious that there is little goodwill toward it felt by the trade, wholesale or retail, it yet puts up a good fight, and its able managers never seem to lose hope.

During the last year the concern was able, through manufacturing economies, to reduce the price of the Dunlop tire and yet make a bigger profit than ever. This amounted to, in round figures, \$1,400,000. Of this sum, however, nearly \$550,000 was earned by the concern's subsidiary companies, the German branch being especially profitable. There was an increase of 40 per cent in the turnover, which more than balanced the reduced prices obtained. The total husiness amounted to more than \$5,000,000.

During the year a great deal of attention was given to the task of bettering the position of the company. Reconstruction was found to be impossible owing to the fact that two classes of shares were frequently held by the same person, and he would not consent to sacrifice one for the sake of the other.

Originally the company had outstanding a cool \$5,000,000 in debenture bonds. For years the policy has been to buy these up, and as a result there is now but a little over \$2,500,000 left, there having been nearly \$300,000 purchased during the year. Another block of nearly \$500,000 is being negotiated for, and it is expected that next year there will be but little more than \$2,000,000 debentures outstanding.

Touching upon the future, when the patents had expired, Chairman De Cros made these significant remarks:

"You may take it from me that you will never see British bicycles with German tires on. The Dunlop tire will always be a Dunlop tire; a German tire cannot be a Dunlon tire."

English Exports Still Increasing.

England's foreign trade offers a striking contrast to the fitful gains offset by succeeding losses that have marked the monthly exports of American cycles. The British returns for each of the eleven months disclose substantial increases, the shipments during November, usually a quiet month, attaining a value of £67,511, as against £58,118 in November, 1901. For the eleven months ending with November the total was £652,434, which compares with only £520,263 in the corresponding per ol of last year and £492,603 in the first eleven months of 1900.

WINE, TROPHIES AND GLORY

Three Midnight Races That Enabled New York Clubmen to Distinguish Themselves.

After all the years of striving the Harlem Wheelmen seem fated not to get the Gerbereux trophy cup, given for the midnight New Year's race to Tarrytown. Before the cup was put up, in 1898, the Harlems were most frequently the victors in the historic ride over frozen roads, and after the cup was offered, H. Y. Bedell won it twice, in 1899 and 1900, for the club by rides in which Spartan fortitude was displayed. But now the Harlems are out of the Associated Cycling Clubs, and the race of this year was run off without any Harlems among the starters.

The Riverside Wheelmen, defunct, also were sadly missed, and the classic event was started from the circle at one minute after midnight by Alderman Joseph Oatman, with only five competitors in it. These were George Holznauer, Robert S. Stafford and George Williams, of the Prospect Wheelmen of North New York; Bert Dammann, of the Century Wheelmen, and Thomas Mack, of the Century Road Club Association.

The result of the race was that now the Prospect Wheelmen have a doubte claim to the cup, for it was in their possession by virtue of A. L. Cahn, the Prospect man, winning the race last year in the record time of 1 hour 28 minutes. On Thursday morning George Holzhaner was first to Tarrytown. His time was 1 hour 33 minutes. Dammann was second, five minutes later. Beside winning the cup for his club, Holzhauer got for himself the diamond medal offered by James O'Neil and the regulation bottle of wine from the hotel. Stafford won the Simms trophy and the Oatman medal, and the usual bottle of wine, by getting to Yonkers first. His time was 47 minutes, three minutes less than the record time.

A new feature of the race this year was the starting of a motor bicycle division. For this three riders enlisted, and Henry Allman, of the New York Motor Cycle Club, was the first to reach Yonkers. He took 54 minutes to make the distance. Allman was the first to reach Tarrytown, and he won the wine, the Pitman cup and the N. Y. M. C. Club medal. James Farley, the four-teen-year-old boy, was misdirected by a friend of Allman's at oYnkers, but he was second at Tarrytown. He arrived afoot at daylight, his gasolene having given out. G. Andes was third. He got in at 6.30 in the morning.

The race of the Century Road Club of America to Coney Island and back was won by W. B. Ferguson, the same man who finished first last year. His time yesterday was 54 minutes, three minutes more than in 1902. George Fogler was second in 55½

minutes, and J. Cranston third in 56 minutes.

The prize for the club winning the most points went to the Kings County Wheelmen and the prize for the second best club to the National A. C. Ferguson won a gold watch and Fogler a silver tea set, and Cranston a silver fruit dish. Mrs. Rose Munsterman, the only woman in the race, finished and received a special prize.

There were forty-two starters in this event, including Mrs. Munsterman,

At the same time that the Coney Island

Mrs. Kent, Motorcyclist.

Mrs. F. P. Kent, of Waltham, Mass., has entered the lists as the first American woman to use practically a motor bicycle. She states that she has used the Thomas



Auto-Bi, on which she is here pictured, for more than a year. While her parents own an automobile, which is always at her dislosal, she remarks that "for real pleasure nothing can compare with the motor bieycle"

1ace was started Wilson Higginson of the C. R. C. America, and holder of the 100-mile unpaced record, and Charles Shonart startd out to ride the first century of the year. Higginson finished his 100 miles in 12 hours and 10 minutes and Shonart nnished twenty-five minutes later.

R. Schwartz won a silver cup by being the first to finish in the Century Road Club Association race from Bedford Rest to Valley Stream. His time was 49 minutes. C. Phillips was second and A. Anderson third. Anderson, who won the race last year, fell on the way out and hurt his shoulder and leg severely. There were forty starters, who got under way thirty seconds after midnight, in the Association contest. The record for this ride is 42 minutes, made last year by Anderson.

TOLD BY THE FIGURES

Statistics Which Trace the Rise or Fall of Several Important Features.

An interesting study is presented in the statistical tables of the shows that are compiled every year by the London "Cyclist." The notable features of the shows were the increase in the number of motocycles and variable speed machines. At the National Show there were 105 motocycles, as compared with none in 1899, ten in 1900 and 57 in 1901. At the Stanley there were 198 motocycles this year, where there was only one in 1899 and the same in 1900, although there were 110 last year. The increase in the display of changeable speed devices is shown by the following tables and the notes beneath them:

NATIONAL SHOW

aCatalogue numbers	406 471	257	132	129	162
bActual exhibitors	393. 284		112	114	83
Cycle exhibitors	232 174		70	44	41
			812	738	505
Ladies' cycles.	879/ 741	463	276	181	141
Ghainless cycles	34 23		10	12	5
cFree-wheels.	25 23	498	335	450	441
Spring frames			24	26	110
Cross frames.		_	30	65	40
Children's (all)		_	25	25	118
Trailers		_		25	: 42
dMulti-speed gears		_	3		18
Brakeless cycles				-	27
() (111 t E a *					~ 1

(a) This refers to the last number in the catalogue, and includes all blanks, absentees and duplications; (b) offices of cycle papers, but not of firms exhibiting and occupying another stand or stands; (c) including motor cycles; (d) two three-speed gears, fourteen two-speed gears.

STANLEY SHOW.

					20.41.4	~	
	aCatalogue numbers bActual exhibitors	370 330	361 285	$\frac{329}{281}$	$\frac{275}{232}$		317 F 267
	Cycle exhibitors	186	174	156	103	136	131
-	All cycles	2026	1951	1461		1137	
	Ladies' cycles	763	672	514	279	284	276
	Chainless cycles	37	69	20	11		7 2
	cFree-wheels	18	85	482	334	661	987
	Spring frames	_	'	_	40		
	Cross frames	_	_		13	55	47
	Children's (all)				1.9	54	49
	dMulti-cycle gears	_		-	7	16	20
	Trailers	_		_	_	26	; 99
	Brakeless cycles		_		_	_	92

(a) This refers to the last number in the catalogue, and includes all blanks, absentees and duplications; (b) offices of cycle papers, but not of firms exhibiting and occupying another stand or stands; (c) including motor cycles; (d) fourteen two-speed gears, one four-speed gear, and five seven-speed gears.

Why Holland is not Wholly Happy.

That veteran dealer, Lincoln Holland, Worcester, Mass., did not enjoy a thoroughly Merry Christmas, his nearly four years' record of continuous riding having been broken on the 13th of December. The morning was favorable for his daily ride, but Holland delayed until the afternoon, when a blizzard came and rendered cycling impossible. Until that date he had ridden at least once each day for three years, eight months and fifteen days.

Grips Feed the Flames.

The Grand Rapids (Mich.) Bicycle Grip Company was totally destroyed by fire on last Saturday night, the 27th ult. The plant was insured for \$4,500.

ANOTHER NATIONAL

KIND-NOT



In many years we have not offered a model whose instant success was so pronounced.

Model 61 Special has "caught on" with the dealers who have seen it.

We hope you will not be late in placing your orders for "the 1903 winner."

National Cycle Mfg. Co. BAY CITY, MICH.

Makers of trade winning bicycles only.

FISK BICYCLE TIRES

Single Tube.

Highest Grade.

FULLY GUARANTEED.



88 H. Extra Thick RUBBER Tread.

P. P. Best of its KIND. SAFE.



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54 State St.

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, JANUARY I, 1903.

"We are obliged for the news we receive from the Bicycling World, and are sincere in believing that the trade in general receives its greatest impetus through such journals as yours."—(Bruhl Brothers, Yokohama, Japan.

Looking Backward and Forward.

At this season of retrospect, a survey of the last tweive months discloses that, while conditions were better than during the previous year—an unusually rainy one what the last new year promised fell short of fulfilment, and left something to be desized

While there was undoubtedly more riding done than during any season since the boom period, the renewed activity—did not bring with it commensurate reward to the mannfacturing trade; the repairers reaped the lion's share of the returns.' The "reclaimed" riders did not rush to purchase new mounts in anything like the numbers hoped and expected; instead, they dusted off their long unnsed bicycles, had them "overhauled" and fitted with new tires, and the like, and

because of this disposition what was the manufacturers' less became the repairers' gain.

The stocks on hand of cheap bicycles also proved larger than had been estimated, and the cutthroat competition and prices that grew out of the unloading was naturally a distinct detriment to the business.

As in previous years, however, the fact was made plain that, even in the face of unfavorable conditions, the really enterprising and aggressive makers who keep close to earth and who appreciate the value of good will and publicity have small fault, if any, to find with the net results of the twelve months. It is unfortunate that this type of manufacturer is in such a conspicuous minority—there are at least three and not more than five of them—but the fact does not lose any of its point because of it. Aggressive men, with aggressive methods, have always made their marks and doubtless will do so until the end of time.

As the "overhauling year," 1902 naturally brought with it a brisk demand for tires, sundries and supplies, with the natural result that the makers of those goods and the jobbers who sold them have few causes for frowns and many causes for smiles of satisfaction.

Looking ahead, the ensuing twelve months appear to be of unusual promise. The market is almost denuded of old stocks of cheap wheels, and the disposition is widespread that the new models shall bring better prices; indeed, the increased cost of practically all materials renders that course almost imperative. During the year the manufacturers and the jobbers have each got together in national organizations of their own, and it will be strange indeed if the resulting harmony and exchange of ideas and opinions do not make for a substantial betterment of trade conditions. The American Bicycle Company, the failure of which served the cycling interests a bad turn, is in a fair way of recovery, and its prospective reorganization with a man of broad ideas and aggression at its head, one who has faith in the bicycle and who desires to have it succeed, and who will inspire respect and confidence—with such a man replacing the crafty, illiberal, scheming administration there are reasons why the company can prove a potent factor for the good of all.

The coaster brakes and cushion frame have again proven distinct helps to the business and benefits to riders, and with the increase of interest in variable gears, and motor bicycles, which is bound to grow with the days, the future, if it holds no promise of millions, at least holds prospect of a satisfactory livelihood for all who engage in it with intelligence and energy.

The man who expects something for nothing, and waits for business to come to him, will, of course, be disappointed. That time has passed. He who would now be successful must employ his brains. He must go after business, and realize that it is necessary to spend some money to make more money, and to interest himself in all that concerns the cycling interests ontside as well as inside his factory or store. To failure to properly appreciate this truth may be ascribed as much discomfiture as any other one cause.

Touched Responsive Chords.

While we knew the men and the conditions too well to doubt the security of our position, we would be lacking gratitude did we not acknowledge the overflow of commendation that has reached us regarding our editorial remarks concerning the crisis now prevailing in the affairs of the American Bicycle Company. Nothing that has appeared in these columns of late years appears to have struck so very many responsive chords.

While we knew that the trade would warmly welcome Colonel Albert A. Pope's return to power, and that the same trade feels that his accession would be of far reaching benefit, we had no true idea of the opinion in which his opponent, R. L. Coleman, is held by the trade.

As we before stated, we ourselves know Coleman. We knew him many years before he made the acquaintance of his new found friends in Wali Street whom he has induced to join with him in his long cherished and vengeful ambition to "do" Colonel Pope. We knew him before even that sudden dash across the ocean to reach the bedside of a dying German, which dash was soon followed by his accession to power in the Western Wheel Works, but we really had small idea that his measure had been so accurately taken by so many in the trade. The expressions that have reached us during the last week make it appear that there had long been wanting some one to speak out regarding the man to whom much personal and more general trade discomfiture is ascribed.

There is no sired of doubt that the entire cycle trade is with Colonel Pope in his present fight, and that the defeat of his

adversary and enemy will be hailed with positive delight.

The trade, unfortunately, cannot settle the matter. Wall Street will do so. Colonel Pope has many of the strong men of the Street with him, and it is believed that he will prevail.

Whether Coleman will be able to "use" or "bluff" men in that financial centre, as he so long "used" and "bluffed" and walked over them in the cycle trade is now the question. So far as the cycle trade is concerned, we know that we echo the general sentiment when we say: "Get out, Coleman, decently if you will, but get out, anyway."

To Help Sell Motor Bicycles.

When the time comes—as it surely will—when buyers will stand in line for motor bicycles and snap them up almost as fast as they can be turned out, there will be no need to take extraordinary measures to stimulate the demand for them.

At present, however, the situation is very different. The motor bicycle is, in the opinion of most riders, still on trial, and it must be sold at a figure enormously in excess of anything asked for the ordinary type. Consequently, one class of possible purchasers is either skeptical or indifferent, the other experiences a difficulty in "finding the price." Between the two rapid growth is prevented, and the need of a fillip is plainly apparent.

Hence the need of special efforts to make sales, of missionary work that will bring results.

There are men who want motor bicycles, and are ready to give convincing evidence of their willingness to buy them—if the way is made a little easy. Time payments are, obviously, what is needed to bridge the chasm and render certain a sale that would otherwise be only a possibility.

Heretofore the trade has set itself resolutely against anything even approaching the installment business.

At the beginning every consideration operated to make this the desirable, if not the necessary, course. The rider, as well as the maker, was logically given a stake in the matter. He took a slight share of the risk, the maker the remainder of it. Another consideration was the law of supply and demand. The latter equalled the former, consequently commercial usages warranted the asking and insured the obtaining of cash on delivery, and usually a payment on account upon receipt of order.

Such was the old method, and the best one.

But conditions have changed, and methods
must change with them. An expansion of

the trade in motor bicycles must take place, and one of the best methods to bring it about is that of offering concessions in the matter of payments.

It is well known that there are installments and installments. Improperly handled installment sales spell ruin, as the past has shown. But it is equally well known that it is not the system but the way it is put in operation that has wrought such havoc in the past.

The man who has an equity in an article is, nine times out of ten, going to keep up his payments until that article becomes his own. It is only when he has nothing to lose by violating his contract that he takes this extreme course.

Consequently, there is but one way of doing a safe installment business—i. e., to obtain a sufficient payment in advance of delivery to give the purchaser an equity in the machine. Deferred payments should, of course, be so graded that this condition will not vary. In other words, the owner's stake in the machine should always be large enough to prevent his turning it in because of dissatisfaction or other reasons.

In the early days of cycling all this was accomplished without great difficulty.

Payments of \$50, or even more, down were obtained on machines listing at \$150, and the monthly payments were so graded that everything was closed up inside of a year—usually before the riding season came to an end.

To make it easier to get the initial payment together, clubs were frequently formed—winter being a favorite time, and regular payments made against deliveries. Sometimes drawings were held weekly, the successful ones getting their machines at once. In either case the dealer was protected.

Such methods as these can readily be employed at the present time by dealers and others who desire to extend their sales of motor bicycles. Put into effect at once, when the riding season is still far off, but the thought of it present, and energetically and intelligently pushed, they will not only obtain present business but stimulate interest to an extent that will repay many times over all the effort expended.

Sandbagging the Exporter.

Many men adopt many ways to attain their ends, but for particular villiany the pressure brought to bear on an American maker of coaster brakes by an English jobber who handled the American's goods stands out. The jobber appears to have no particular fault to find with the coaster brake itself, but is bent on having the manufacturer agree to certain conditions or terms of sale.

To carry his point this honorable Englishman states that it will be well to "quietly consider his proposition before refusing to entertain his suggestion," as such refusal "would be very detrimental to the future success of the —— bub in England." He then calmly hints at the species of sandbagging or blackmail to which he will resert.

"A little disinterested conversation on the part of our Mr. McKenzie with one of the editors of a trade paper, might," he writes, "cast a reflection upon the character of the —— hub which would be difficult to outlive."

Having seen the original letter we are in position to attest the correctness of this extract.

While the threat indicates the character of the man making it, we dislike to believe that the English trade press lends itself to methods of the sort. The cocksureness of the jobber in question, however, certainly places the papers in a bad light, and it is plainly "up to them" to clear themselves of the culpability implied by "our Mr. Mc-Kenzie."

The increasingly boomlike conditions prevailing in Japan suggest that the American manufacturer who is not making the most of them is losing an opportunity such as has not been presented since the days of our own lamented boom. The situation, however, calls for more than an expenditure for postage stamps, which appears the present limit of American export effort.

Ever try wheeling on the snow? There are thousands that have not, and they are the ones addressed. It is a heap of fun. Take a day when it is not cold enough to freeze you, yet not warm enough to thaw, and pedal off a few miles over a fresh fall of crisp snow an inch or two deep. It will do you good and make you feel proud. Try it.

Wanted—A few salesmen for bicycles stores who are earnest and consistent riders and can talk with customers in a way to create enthusiasm,

SIGNS OF REDISCOVERY

Many Testify to Cycling's Benefits and Tell Why it will be Permanently Revived.

A responsive chord was struck in the breast of many a cyclist by the story of a dealer's fancy as to how cycling was, or is to be, "rediscovered," which appeared last week in the Bicycling World. There seemed to be something in his conception of the situation that appealed to common sense, and from many directions have come expressions to the effect of "that's just about right." One veteran of the retail trade said:

"I live in Brooklyn on a long avenue that is asphalted. I get up at about 7 o'clock in the morning and while I am dressing I see every day a stream of bicycles going past the house-and when I say stream, I mean it. There they are, good, honest mechanics, clerks and a few working girls, saving time and money on their way to the business of the day. That is going on all over the world, more so in the rural districts than in the cities, and as the good roads stretch out it is increasing. There is the bulwark of a good steady business in bicycles forever. Ever since man appeared on earth he has been trying continually to move faster on his feet. The bicycle is the one machine, skates aside, that increases his power of foot locomotion. Therefore as a thing of utility it will endure.

"It is in line with evolutionary history that the bicycle should pass through the stages that it has and settle into a utilitarian position and then be rediscovered as a vehicle for pleasure and health. The domestication of the horse began when savages commenced to capture him and ride him for sport. The sport progressed in the lands where the horse was indigent, until every male aborigine was a horseman. The value of the animal for purposes of travel was a discovery that inevitably followed the capture and taming of him begun for the glory of conquest and athletic sport. His utilitization for draught purposes was next in order. As civilization crystallized and commercialism developed, the utilitarian end became for a time the only one to which the horse could look forward, whether it was hauling a cart or carrying an armored-warrior into battle. After a period as a draught animal solely, the horse was rediscovered as a medium for pleasure and healthful exercise, and it was not until he was rediscovered that the different modern classes of horsenten began to form and the different lines of breeding began to develop. That was a long time ago, but now we have the truck and wagon drivers quite distinct from the pleasure drivers, and using an entirely different breed of equine, not to mention the followers of the thoroughbred runners. It is those who drive on the roads and speedways for

pleasure, who represent the distinct class of cyclists that is even now forming and which will, like the amateur drivers, be with us always.

"Is not the history of the bicycle so far as it has been written similar in more ways than one to that of the horse? For the sake of sport, of athletic indulgence and for the glory of achievement, the velocipede was developed into the bicycle. At first it was solely an instrument for sport. Men said that only boys would ride them. The popularity of the sport grew until it spread from the realm of the true sportsmen into the ranks of the utilitarian, to whom the practical uses of the vehicle made the strongest appeal. Its rapid adoption as a thing of commerce hurried away from it those who were essentially faddists. Others followed like sheep. New fads in the line of pastime sprung up, and to a great extent the bicycle settled into place as a thing of utility only, just as the horse did years and years ago. As an article of utility it is all right, of course, but that is not the fullness of its destiny. It is not in the nature of things, nor in human nature for anything potent for so much pleasure and benefit as is the bicycle not to have that part of it eventually established in a lasting way. The rediscovery and reaction and differentiation of the bicycle for health and pleasure is as inevitable as it was in the case of the horse."

It seems worth while to quote such talk as the foregoing at length, but it by no means covers the ground taken by some others who have declared faith in the rediscovery of cycling. A subscriber, writing from a town in Tennessee, has been moved into sending a letter from which the following excerpts are made:

"I inclose \$2 for subscription to The Bicycling World. I cannot do without your paper,

In these days, when people are writing on physical culture and exercise, I would be glad if some one would present the bicycle in its true light. I am not a writer and could not do it, but I will give you a part of my experience. I had a friend who was closely confined and was thought to have consumption. I prevailed upon him to get a wheel and ride it. He did so, and is a well man to-day. A clerk in a grocery store quit his job sick. I sold him a wheel and taught him to ride. I would only let him ride at my rear wheel at first. He is now well and gets a good salary.

"A teacher came my way—I saw that be was sick and all run down, so I went about to help him. At first he thought I was a crank, but I was his friend and persevered. He at last bought a wheel with the understanding that I would teach him how and when to ride. That man owns the wheel to-day and says he wouldn't sell it. He rides it every day, and never forgets to thank me when he sees me. That was five years ago. He now lives in Arkansas and is at the head of a large school. These are

facts, and I can give the names of the parties.

The bicycle has been one of the greatest remedial agents ever known. Some truly remarkable cures have been effected by it, and as a general tonic it has been the friend of thousands. In the weakness of human nature that leads men to leap from old to new and create fads this has been forgotten by many, but it is bound to be remembered. Not only by letter, but by word of mouth some interesting cases have been related during the holiday week. One of these has a two-fold significance, showing how not only health, but moral character was saved by yielding to the healthful fascination of the bicycle.

Two brothers in whose family ran a taint of consumption were at the age when boys begin to play pool and billiards. They became frequenters of the pool rooms for a year or so. Then one of them learned to ride a bicycle, and became enthusiastic. He quit frequenting the poolrooms and took to habitual road riding. The other brother clung to the old habits and became an expert with the cue. He died of consumption several years ago, but the cycling brother is still whole lunged and hearty, and well known in riding circles.

The cases of nervous prostration that bicycle riding has cured are legion in number. One of the most interesting instances in which the bicycle has been used as a health restorer was that of a New York man who had both nee caps broken. As soon as he could walk with crutches his physician had him take to cycling and ride every day. The bones knit perfectly and his power of locomotion was fully restored.

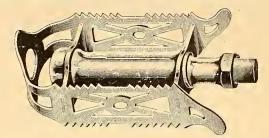
There seems to be not a single explanation offered by any one of why they have ceased to ride that does not mention reasons of a trivial and temporary character, instead of lasting, so that in the very causes given for the falling away of interest are found the reasons why that interest will return in rehabilitated and enduring form.

Some have been backsliders because of the "trouble" of changing clothes and bathing after a ride, but they have gone into golfing and taken more of the same sort of trouble. Others say that they were getting older, stouter and lazier and found riding too much work, which are just the reasons why they should stick to it, and this they are beginning to realize. Some dropped out because friends did, and they had "no one to ride with." The need of company on the road is a notion, for it is a small soul that is lonely when "embosomed in nature," A great multitude quit riding for no more reason than sheep show in wandering together. They stopped because others did and became interested in other things, but even the fickle minded class, after a term of pitching about from fad to fad, return to that which has been found to be substantial and have permanent joy-giving quali-

Now is the time to Turn over a New Leaf

IF YOU'RE IN THE HABIT OF USING ANYTHING BUT







THE GENESEE.

Wishing you Compliments of the Season.

JOHN R. KEIM,

BUFFALO, N. Y., U. S. A.

The GOOD YEAR Of Tire History.

We Cater to the World's People with the Handsomest and Most Complete line of

Bicycle TRES Motorcycle

The people of China and Japan use ndia's people ride to the front on

Reaching out we have a foothold in Australia on

even the Islands of the Sea favor

South America recognizes the merits of

GOODYEAR TIRES...

But the AMERICAN is OUR BEST CUSTOMER.

A CATALOGUE WILL CONVINCE YOU.

GOODYEAR TIRE & RUBBER CO., Akron, Ohio.

RACING SUPREMECY

Curious Conditions that Demonstrated the American Quality at Home and Abroad.

"To my way of thinking we are putting up a pretty stiff game of racing," remarked the old timer, who still retains a partiality for the sporting side of the game. "In fact, I don't think there is any country in the same class with us at the present time.

"You have only to go among the racing men and talk'the situation over with them to be convinced that the present game is the fiercest ever known. The best proof of this is that no man wins constantly. There is no such thing as a 'cinch' even for Kramer or Taylor. They have to work for all they get, and at that they are frequently beaten. There is no Rowe or Hendee, Windle or Zimmerman, to utterly outclass all competitors, as there was in the old days. You can pick anywhere from half a dozen to a dozen men who will in the course of the season beat every other rider at least once or twice. Consequently the result of a race is never known to a certainty until it is run.

"Now, as for a comparison with the riders of other countries data are not lacking. Leaving out the farcical showing made by foreigners in six-day races, we can compare, point by point, the work of our men and those of such countries as Great Britain, France, Germany and Australia.

"To take the last named country first: We know that they have good men over there, and the great Austral race brings out the pick of them. Yet our 'Plugger Bill' Martin goes there and, after a number of trials, places the Austral scalp at his belt. Why, the latest advices state that Martin, after a singularly unsuccessful campaign here last summer, in which that first class Australian, Beauchamp, failed even more dismally, is 'down under' again and sweeping the boards in competition with the crack Australians.

"Bald is another example. Everybody admires the plucky fight 'Eddie' put up last year against long odds, and with only indifferent success. He got back into form again, and probably rode quite as well as in his best days; but he could not get in the running, except to occusionally bag a third or a fourth after a most desperate struggle. All of us thought that he had shot his bolt, had demonstrated anew the practical impossibility of an ex-champion repeating his triumphs after a lapse of years.

"But, lo and behold! 'Eddie' slips off to Paris and duplicates the performances of the famous Zimmerman in the middle nineties. He meets and defeats the European cracks, wins the world's championship—on its merits, not by a fluke, as has sometimes been done—and once more finds himself on the highest pinnacle of fame. Once before Bald went to Paris, when he was in his top form, and, like nearly all Americans

except Zimmerman and Taylor, he made only a mediocre showing.

"Foreigners have visited this country in the last couple of years, only to go back sadder and wiser men. There were the Englishmen, 'Tom' Linton, Hall and Gascoyne; not even Linton could win, although upon his return to Europe he did so. Edward Taylor had the same experience. In fact, you can't name a man who has come here in the last half dozen years and demonstrated that he was in the same class with our men. Turn it around, and the shoe is on the other foot. George Banker scooped the chief European event two or three years ago and then wisely retired. I could go on multiplying similar instances for a long time. But what's the use? We top the world at cycle racing, and everybody knows it."

AKERS'S ATTACHMENT

Looks Odd, he Admits, but Says it Carries the Passenger Safely and Well.

George S. Akers, of Ambia, Iowa, who was among the first in the West to interest himself in motor bicycles, has for some six mouths past been experimenting with an attachment for carrying an extra passenger—or two, if the motor is sufficiently powerful—with which he states he has had splendid success, both on city streets and country roads. It is shown by the accompanying illustration.

Unlike the trailer, as generally understood, Akers's device is rigidly attached, being secured to the bicycle at three points that not



Marvellous Anti-Puncture Device.

Nowhere but in England, that profoundly serious country, could such a fitment as the "Anti-Punk" chain originate and find buyers. It is gravely described as an antidote for punctures, hence its name.

"It consists simply of two fine chains, one somewhat longer than the other, and attached by leather straps to each side of the forks. These chains rest on the tire when in motion and adapt themselves to its shape. The object is to remove tacks, nails, thorns, glass, flints, pins and such like, which may stick in the rubber and which otherwise would be driven in further and further on each revolution of the wheel until finally they punctured the air tube."

Pays Another 20 Per Cent. Profit.

Although shrunken from the 50 per cent that it used to declare, the 20 per cent dividend of the English Palmer Tire Co., just declared, is a nice little Christmas gift for the shareholders.

only afford rigidity, but which permit ease of attachment and detachment.

Although the picture suggests that considerable side draught or pull must exist, Mr. Akers states that this is not the case.

"The rig is almost devoid of side draught," he says, "although first conclusions may suggest a burden or drag on one side. If the front fork of a bicycle was straight this might be true, but the front fork of a bicycle is not straight; hence, as you see, should there be a heavy or uneven strain the attachment is so connected to the front of the bicycle frame that should it pull the bicycle frame to one side it would turn the fork in the opposite direction enough to keep the motor cycle in a straight line, or straight ahead."

"The A. B. C. of Electricity" will aid you in understanding many things about motor bicycles that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York.

The Persons.



THE SADDLE THAT TELLS

the quality of a bicycle and the policy of the bicycle maker.

If you doubt the assertion, look around you. You won't find a PERSONS on a cheap bicycle, or one of doubtful quality.

PERSONS MFG. COMPANY,

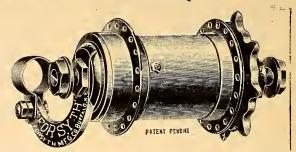
C. A. PERSONS, PRES'T,

WORCESTER, MASS.

SOME COASTER BRAKES

save work when you coast and add to it when you pedal.

THE FORSYTH



Saves it under either condition. It is so made that it sets-up no friction, and more than this, it is as adjustable as any other part of a bicycle. It is the only one of which this is true.

Better Investigate. We court comparison.

FORSYTH MFG. CO., BUFFALO, NEW YORK.

The Tire Equipment.

It will pay you to use G & J Tires, because they will surely give satisfaction; and a satisfied customer is a permanent customer. When a customer is pleased and satisfied, it reflects on the good judgment of the dealer in offering his trade reliable goods.

G & J Tires may be had as an equipment of every high grade wheel. Don't overlook this fact in ordering your 1903 Samples.

G&JIRE CO.

INDIANAPOLIS, IND., U.S.A.

A QUESTION OF ETHICS.

Why one Dealer Switched Over to a New Machine, and What Came of it.

It is not always easy for the dealer to hew to the line, and, heedless of consequences, do what his judgment tells him is the right thing. He may be ever so conscientious and yet feel called upon to deviate from the straight and narrow path of the strictest rectitude.

"I recall jnst such a case," remarked the ex-travelling man, whose stock of reminiscences never ran entirely out. "The dealer in question may—nay, he did—betray solicitude for his own interests equal to that felt for his enstomer, and rigid moralists would probably say that he placed his customers' interests second to his own. However, that is a question for the casuists, and I will not go into that too deeply, but get to my story.

"The dealer had the best business in a good sized town—the high class as well as the racing men's trade. He gave his customers, as a rule, what he considered best for them, and as he knew the ropes pretty well they were well served. The time came when the demand for cheap and medium grades became very great, and it did not take much perspicacity to see that such demand was going to play a much more important part in the business than it had ever done before. Consequently it was plainly the only thing to do to get ready to cater to it as it deserved to be catered.

"There was one concern the dealer represented that made a 'bluff' at selling machines of this sort. I say 'made a bluff,' and that is about all they did. Their wheel was antiquated in design, although soundly constructed. It had been long established and well advertised, and there was always a demand for it—limited, it is true, but still a demand.

"Its makers were not altogether easy to get along with. In the first place, they gave a very low discount, and that rankled in the dealer's mind. Then they were very uppish in their handling of the guarantee matter. Parts had to be very plainly defective to pass the gantlet of their criticism. If there was any doubt it was resolved in favor of themselves without much hesitation. To cap the climax, they were extra strict in the matter of credits. Bills must be paid promptly at maturity, and they matured quickly. To a man striving to do a large business on a small capital, as was the case with the dealer, this was rather irksome, sometimes extremely inconvenient.

"Just at this critical time along came the representative of another concern, a new one. He was a good salesman and thoroughly conversant with the situation of the deater. He had a machine constructed on up to date lines, but with precious little to

it ontside of that. As a matter of fact, it was exactly the reverse of the machine the dealer was selling.

"The upshot of it was that the latter took on the new machine, at first in a sort of but not a good wearer. It was a first attentative way, just to see how it went. He was promised good treatment and given a big, fat discount. The two made a bait that the dealer could not resist, and when the travelling man went away he was firmly hooked.

"The maclfine proved to be a good seller, tempt, and there were many things—mostly little ones—wrong about it. Cores and cups were soft, axles bent, handle bars broke, wheels came out of true, adjustments were continually giving trouble. It was not very often that a rider got through a jaunt of any length without something going wrong. There was no end of grumbling, the store



NEW YORK BRANCH! 214-216 WEST 47TH STREET.

was half filled with these machines and the repair shop was pretty nearly given over to them. The dealer began to think he had made a mistake in ever touching the machine, and his customers damned it and sometimes him as well. Matters certainly looked black for it.

"But its makers stepped into the breach and did their part nobly. No effort, no expense, was spared by them to make good. Parts were replaced by the wholesale without even a cursory examination of the defective ones, and the dealer had only to make a request to have it granted. The defects complained of were frankly admitted and promises made that there would be an improvement.

"The credit man never troubled, shipments of new machines were made freely and they sold rapidly. Finally, it was seen that the machines themselves were coming through in a little better shape, although there was still plenty to complain of. So the dealer buckled down manfully, placated his customers as best he could, put their machines to rights and got ready to take care of the

new ones as fast as they were sold. For a number of months he had his hands full, and not until the season came to an end was he able to take breath. When it came to a mental stock taking he was hardly able to figure out whether he was glad or sorry.

"Now, on the face o it, the dealer was very culpable, for he had sold his customers machines that gave them almost constant trouble. He had feathered his own nest, the hig discount and the nice treatment making a good balance on the right side of the ledger, and, as some might put it, left his patrons to make the best of a bad bargain.

"But I don't know that I blame him altogether. His customers got good looking machines, and while the mishaps that occurred were aggravating, they were soon forgotten and everything was made right without cost. And when that stage was reached they had good machines as well as good looking ones. So they had not so much to complain of after all. At least, that is the way it always looked to me."

Britons Find Something "Really New"!

Until the present time "no one ever before thought of making a chain wheel out of one-eight inch sheet steel, because it would buckle, unless it had the usual T (inverted) section for the outer part of the ring. Stampings were troublesome and expensive to work, so it ended in chain wheels of malleable iron being in almost universal use." Such is the sapient observation of a transatlantic contemporary.

It goes on to say that an English concern is "producing from thin sheet steel a perfect chain wheel, and, as usual with all good things, by a very simple and inexpensive process. A disk is first struck out of the sheet, just like a large washer; this is caught in a holder like a pair of shaft couplings; this holder is then made to revolve on its axis, running the edge of the disk, at considerable pressure, against a steel wheel having a groove of letter U shape cut in it. This spins up a thickening of the sheet, and not only does it thicken enough for the teeth, but it forms the web or cross of the necessary T section. A few strokes of a punching press take away most of the centre, leaving only the arms and cog ring of a beautifur, light, strong chain wheel."

Why, bless your sonl, there have been hundreds of thonsands of just such sprocket wheels turned out in this country. No one here would ever think of regarding a sheet steel wheel, stamped out in a die press, as "something really new."

Barber to Open a Branch.

W. H. Barber, who has conducted a store in the Allston district of Boston, Mass., is now planning to establish a branch in Brighton, next adjoining. He says he expects to handle at least 400 bicycles and several motocycles next season.



BERKEY POSTS

HAVE REAL MERIT.

Not only made to sell but to wear and give satisfaction and they do it.

Made in our own factory by men of experience, on special machinery, insuring perfect goods, are reasons why you should buy.

Your Jobber has them.

Berkey Spring Seat Post Co., Crand Rapids, Mich.



Eastern Distributors:

J. W. GRADY, Worcester, Mass.

The HUDSON

A reliable wheel built by an old established firm.

Write for 1903 Catalog and Prices.

THE BEAN-CHAMBERLIN MFC. CO., Hudson, Mich.

The HIGH QUALITY

—: OF :—

MOSSBERG Bells and Wrenches

IS ALWAYS MAINTAINED.

Increased when Possible;

Never Reduced.

THAT'S THE REASON FOR THE GROWING DEMAND FOR OUR GOODS.

No Dealers' Stock is complete without goods of our make,

FRANK MOSSBERG CO., Attleboro, Mass.

"A delight from beginning to end."

A WINTER ON THE PACIFIC COAST.

For an eastern person there is nothing quite so enjoyable as a winter on the Pacific Coast, that Country being delightful during the winter months from Southern California to Seattle. It is reached best from the east by the

NEW YORK CENTRAL LINES

which form a part of all the great transcontinental routes. Any New York Central Ticket Agent will tell you about it.

A copy of No. 5 of the "Four Track Series," "America's Winter Resorts," will be sent free, to any address, on receipt of a two-cent stamp, by George H Daniels, General Passenger Agent, New York Central & Hudson River Railroad, Grand Central Station, New York.

Any one, any where, at any time, can obtain any thing

that they may want in the way of

Bicycles, Tires and Sundries.

and be assured of the right prices, the right treatment and prompt shipment.

Boston Cycle & Sundry Co.,

J. M. LINSCOTT, Manager,
48 Hanover Street, BOSTON, MASS.

We have for several years been making a line of

"Natty"-Looking Bicycles

for jobbers and dealers whose trade required a well made, well-designed wheel to sell at a low price.

We havn't made much noise, being too busy making bicycles. Enlarged facilities enables us to add a few new customers. Our proposition may make YOU one of them. Better get it now.

APEX WHEEL CO., Rochester, N.Y.

KEEPING LOVE ALIVE

That is, Love of Cycling, of Course—Effects of Riding Alone and in Company.

There is no doubt that in regard to cycling, as in regard to most other things, human nature is human nature, and that long acacquaintanceship and familiarity bring a sort of apathy and indifference-a cooling of one's first ardor. More particularly is this the case nowadays, when cycling is accepted as such a matter-of-course thing, says Cycling in an article entitled "How to Keep in Love with Cycling." Opposition stirs zeat. In the earlier days of cycling there was a spice of daring and unconventionality about it that gave a constant stimulus to the rider. Curious eyes and wondering comments followed the cyclist in rural parts, and produced a certain feeling of pleasurable notoriety. The lady cyclist, when she appeared on the scene, got perhaps rather more of criticism and notoriety than she quite liked, but it had the same salutary effect as regards the pastime; tending it a piquancy and charm, and stirring feminine determination and enthusiasm. Now the most rustic of rustics hardly troubles to lift his eyes as the cyclist fits

Cycling has got a distinct and recognized place now, and in this very fact there lurks a danger-a danger which threatens to extinguish att the romant'e associations and affections wherewith the cyclist was once wont to regard his cycle. But, is it not a pity that this should be? The cyclist seems to have got over the courtship stage; the days when he wooed and won the cycle for his own, and dared and risked for its sake. He has settled down into that easy-going and careless air of proprietorship which marks, in matrimonial life, the husband from the lover. No gush now regarding the perfections of the new mount, no eager rush home and hurried meal for the sake of half-an-hour's longer outing with his cycle. And, while this staider humor of the cyclist may mean no real dimunition of his practical appreciation of the worth and service

of his cycle, there is certainly something to regret in the loss of the old enthusiasm, for it gave a zest to the pastime; an added exhilaration to its actual pleasures, and we think we are not far wrong in saying that it gave an impetus to the growth and progress of cycling, inducing recruits to join the ranks of the wheel.

If we would conserve the interests of cycling, let us then guard against the apathy of indifference of usage. To recur to the simile already made use of, we might say that in cýcling, as in married life, it is wise to retain the illusions and sentiments that made the days of our early love so delightful. And, just as the married pair who wish to conserve their domestic happiness are wide awake to the fact that it requires a little effort; a little conscious attention and thought to insure, not alone mutual harmony, but to retain something of the charm and sweetness of "love's young dream," it also requires thought and effort to keep vivid and fresh our first ardent feelings as a cyclist. A little common sense in both instances is of eminent service. For example, to take a ride day after day over the same route, as a sort of duty, becomes wearisome in the extreme. In the same way, the cyclist who uses his machine solely to carry him (or her) back and forward to business must regard his cycle in the most prosaic fashion.

Those who ride atways in company make a mistake, quite as much as those who ride always atone. The solitary ride grows monotonous, but constant companionship robs us of quiet, happy reflections, produced by a gentle potter betwixt green hedgerows, and of "that harvest of a quiet eye" so pleasant and so profitable in after days. In fact, let us vary our cycling, for variety is the very spice of life. Let us gather round it and associate it with various interests and hobbies. Let us take it into our plans and make it our ally-whether for health, pleasure, research or study. If need be, let us even adopt wifes and strategy to increase our love, by putting aside our machine for a time, so that in absence the heart may prove the truth of the old saying and "grow fonder"; or, as an even more stringent measure, let us try the effect of

lending our machine! If the borrower be a novice, to see his unqualified joy in spinning along on our machine has a wonderfulty rejuvenating effect upon our own feelings, into which enters a jealous fear for its safety together with an eager desire to once again taste those joys so obviously depicted upon the countenance of him in temporary possession.

Here's a Remarkable Spark Plug.

Ou Wednesday E. J. Willis, of No. 8 Park Place, this city, closed the agency for the United States and Canada for the Herz spark plug, or "Bougie Herz," as it is known in France. This is a newly patented plug for motor cycles and automobiles that has been adopted by the Mercedes people on the other side. It is claimed for it that it is absolutely non-carbonizing, and that it will work even when covered with oil.

The validity of this claim was sufficiently demonstrated to a representative of the Bicycling World. The plug was soaked in oil, and, after being fitted to a Kelecom motor, oil was poured into the explosion chamber. Then the motor was started. The explosion came promptly, and although run for some time, there was not a misfire.

Next another claim was proven. This is that the composition of compressed stone which is used in place of either percelain or mica, will not break. After the engine had been run for a while and the plug was hot it was removed and dropped into cold water. It did not crack or suffer in any way. Mr. Willis proposes to have at the automobile show one of these plugs working with oil dripping on it.

If you are going abroad yon should join the Cyclists' Touring Club now, and not wait for the rush of the busy season. A preparatory course of C. T. C. literature availed of now may save you many dollars, and greatly enhance the enjoyment of your tour. Send your full name and address and a two-cent stamp for blauks, etc., to Frank W. Weston, United States Chief Consul, Beston, Mass. ***

"How to Drive a Motocycle." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

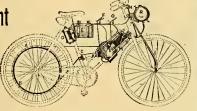
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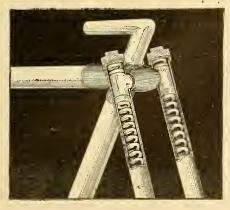
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Brings Cycling Luxury within the reach of all. Eyepleasing, practical and sold at a popular price.

Thousands of "REGAS" Spring Frame Bicycles in use and not a single dissatisfied customer.

"Regas" Vehicle Co.,

The Week's Patents.

716,031. Pneumatic Tire. Henry N. B. Good. London, England. Filed Mar. 17, 1902. Serial No. 98,574. (No model.)

Claim.—1. In a pneumatic tire, the combination with the outer exible covering, of an inner inflatable tube provided with a plurality of slits, valves inserted in said slits and secured to the interior surface of said tube, and means for closing said valves for separating said inner tube into a plurality of inflated compartments.

716,083. Tire Repairing Compound and Process of Repairing Same. Milton Mc-Whorter, San Francisco, Cal., assignor of seven-tenths to James Uhler Hastings, Edward McGary and Usher L. Davies, San Francisco, Cal. Filed May 26, 1902. Serial No. 109,077. (No specimens.)

Claim.—1. A tire repairing compound, consisting of a residue derived by distilling asphaltic petroleum below 350 Fahrenheit, of crude rubber and essential oil of sassafras, substantially as herein described.

716,129. Bicycle Gearing. Fred Steinkamp, Bethany, Cal. Filed Aug. 2, 1902. Serial No. 118,113. (No model.)

Claim.—1. The combination with a crank hanger, of a cylinder mounted to turn therein, the crank shaft journaled eccentrically in the said cylinder, a lever connected to the said cylinder whereby the cylinder is turned, and a catch adapted to engage and hold the lever in a locked position for the purpose specified

716,188. Brake. Carlo Carloni, Milan Italy. Filed May 19, 1900. Serial No. 17,227. (No model.)

Claim.—1. In a brake for vehicles, the combination, with a wheel having a flexible tire, and a brake block having a longitudinal central recess, arranged to come opposite the tread of the tire and lateral channels extending from the central recess in each direction.

715,157. Brake. Henry L. Schaffner, Florence, Italy. Filed June 20, 1902. Serial No. 112,535. (No model.)

Claim.-1. In combination, a wheel, a brake

lever pivoted beside the rim thereof and having a shoe adapted to engage the side rim of the wheel, and having a cam portion on its upper end, a movable bar adjacent to the upper end of the lever, and a roller on said bar engaging the cam portion of the lever substantially as described.

716.407. Coaster Brake. Charles Glover, New Britain, Conn., assignor to P. & F. Corbin, New Britain, Conn., a corporation of Connecticut. Filed Oct. 9, 1901. Serial No. 78.074. (No model.)

Claim.—1. In a coaster brake, a lmb, bearings therefor, a brakeshoe located between said bearings and within the lmb, means for guiding said brakeshoe and confining its movements to radial reciprocation, a brake actuator comprising a sleeve extending to the rear of said brakeshoe and means between said brakeshoe and brake actuator whereby the rotary movement of the brake actuator is converted into straight-line movement and applied to the brakeshoe.

716,604. Spring Frame for Motorcycles. Eward Y. White, San Antonio, Tex. Filed May 12, 1902. Serial No. 107,014. (No model.)

Claim.—1. In a frame for motor bicycles, an engine supporting strut substantially within the outer framebars, the rear end of the strut resting directly on the rear axle, and an elastic support for said strut connected to the frame, said strut arranged to support the engine.

716,625. Velocipede. James S. Copeland, Hartford, Conn., assignor to the Pope Manufacturing Company, Hartford, Conn., and Portland, Me., a corporation of Maine, Filed Mar. 5, 1898. Serial No. 672,720. (No model.)

Claim.—1. In combination, a removable casing adapted to fit a crank bracket, a crank shaft mounted in said casing and having means for communicating power to other parts of the driving mechanism, ball cases and cones located within said casing, means for adjusting said ball cases and cenes with respect to each other, means located within the circumference of the inner casing for locking the ball cases therein, and balls located in the ball races between the cones and ball cases.

716,693. Pneumatic Inner Tube for Tires. Charles E. A. Esse, Ormskirk, England, assignor of one-half to James Hamilton Cobley, London, England. Filed May 16, 1902. Serial No. 170,670. (No model.)

Claim.—1. An inner tube for pneumatic tires, characterized by a long length with closed ends overlapping each other, the valve being placed near one end, and the other end being formed with an elastic sleeve solutioned all around the tube at one part, so as to leave the extreme end free all around inside the sleeve to form a pocket for the reception of the opposite end of tube, and yet permit the outer sleeve to be drawn back so as to expose the end of the tube which was previously inside the sleeve to enable any repairs to be effected.

716,762. Electric Battery. George Rosset, Paris, France. Filed Feb. 20, 1901. Serial No. 48,159. (No model.)

Claim.—1. A cell for generating an electric current containing as a depolarizing agent a salt containing cupric acid in chemical combination with a base.

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If you purchase your tickets via the Nickel Plate Road, the shortest route between Buffalo and Chicago, you will secure the best service at the lowest rates. Three fast thru express trains daily, in each direction, between Buffalo, Erie, Cleveland, Ft. Wayne and Chicago, making close connections at the latter city with the fast trains of the Western roads. The trains on the Nickel Plate Road consist of elegant vestibuled day coaches, sleeping cars of the latest models, and Nickel Plate dining cars serving famous individual club meals at rates of 35 cents to \$1. Thru sleeping cars are also run from Boston, New York, Albany, Syracuse, Rochester. Scranton, Binghamton and Elmira, and many other Eastern cities.

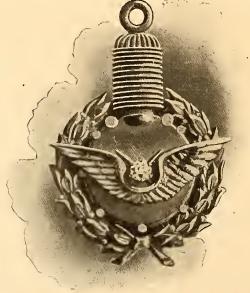
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1903 Model

Thomas Automobiles,

include every essential detail necessary for efficiency, comfort and reliability found on the most expensive foreign cars, and some that are not found on the best American cars. The prices and discounts are right.

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in motor cycles.

have all been solved in the 1903 THOMAS AUTO-BI MODELS. Thomas Motor Co., were the originators of roadster motor bicycles, always have been, and always will be leaders.

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The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist,"

Volume XLVI.

New York, U. S. A., Thursday, January 8, 1903.

No. 15

POOLING FINDS FAVOR

Made Apparent at Maker's Meeting-Further Steps Taken Toward Consummation.

At the meeting of the Bieycle Manufacturers' Association, held in the Iroquois Hotel, Buffalo, on Saturday last, 3d instant, it developed that practically the entire trade was in sympathy with the projected pooling arrangement and other objects. Letters received since the Cleveland meeting were read which plainly indicated the fact. There are really but two notable concerns that have not yet concurred.

It also developed that a working agreement with the principal parts manufacturers was in contemplation and had been informally discussed with some of them. It is known that the suggestion has met with favor and that its consummation, if brought about, will have a vital and far reaching bearing on the price of bicycles for 1904.

The most definite and important occurrence at the meeting was, however, the appointment of the classification committee, which will elassify and price the several grades of bicycles. The committee, as announced, comprises Col. Albert A. Pope, E. E. Kirk, H. E. Maslin, William M. Lewis and E. J. Lonu. It is their purpose to meet and devote the two weeks previous to the next session of the association to the work in view; the time of this session was set for April 6, at the Manhattan Hotel, New York.

Among those present at Buffalo were Ezra E. Kirk, Kirk Mfg. Co.; J. R. B. Ransom, Snell Cycle Mfg. Co.; Col. A. A. Pope, Charles E. Walker and A. L. Atkins, American Cycle Mfg. Co.; William Mitchell Lewis, Wisconsin Wheel Works; F. E. Southard, Toledo Metal Wheel Co.; George N. Pierce; W. F. Remppis, Reading Standard Mfg. Co.; L. W. Conkling, National Sewing Machine Co.; A. L. Garford, Federal Mfg. Co.; E. J. Lonn, Great Western Mfg. Co.; J. Frank Fries, Day Mfg. Co.; W. H. Ives, Empire State Cycle Co.; D. H. Lewis, and E. E. Jackson, the secretary-treasurer of the association.

Eagle Loses its President.

Achille F. Midgeon, president of the Eagle Bicycle Mfg. Co., died on the 1st instant in Jacksonville, Fla., whither for the past several years it had been his habit to spend the winter months. He was aged 70 years, and leaves a wife and two danghters. His body was brought to Torrington for burial. Mr. Midgeon was one of the wealthiest and most influential men in the famous Naugatuck Valley, being a power in its immense brass and copper industry. In addition to the presidency of the Eagle Bicycle Mfg. Co., he was either an officer or director in seven other manufacturing concerns in the valley, and also vice-president of the Parrot Silver and Copper Co. of Butte, Mont. Mr. Midgeon had served two terms in the Connecticut Legislature, and had at various times held numerous offices in his home town, Torrington.

The New Nationals.

The National Cycle Mfg. Co., Bay City, Mich., who almost annually contrive to produce what may be termed a "model de resistance." are this year putting forward their Model 61 Special as the wheel of the sort. It is designed primarily for racing and pace following, and is a striking machine, both in lines and in finish. It has a 19-inch frame of one-inch tubing, 26-inch front and 28-inch rear wheels, a short, 38-inch wheel base and is finished in blue and silver. It lists at \$60. In addition, the National people are now listing a rigid frame chalnless at \$65. Heretofore they made the chainless only with the cushion frame and coaster brake, which is still retained at \$75. The regular roadster is still priced at \$40, and the light roadster at \$50.

Germany's Gain Continues.

The increase in Germany's export trade continues without interruption. During the nine months ending with September last the exports reached a total of 1,953 tons, as compared with only 1,510 tons in the corresponding period of last year. On the other hand there has been a decrease in the imports of foreign cycles and parts into Germany from 223 tons in the first nine months of 1901 to only 204 tons in the nine months ending with September last.

HYGIENIC SUES SAGER

Alleging Infringement of Cushion Frame Patents an Injunction is Applied for.

Proceedings, not entirely unexpected, have been brought by the Hygienic Wheel Co. against the Sager Gear Co., Rochester, N. Y., for alleged infringement of the well known cushion frame patents.

The Sager people make a telescoping spring frame styled the "Double Flexible," and ever since its appearance it has been known that the Hygienic Wheel Co. viewed it as an infringement of their rights and purposed bringing the matter into the courts. In the action that has just been filed they ask for au injunction restraining the manufacture and sale of the "Double Flexible," and state that this suit is but the forerunner of several that are in contemplation.

Tire Strike Settled.

After lasting for nine weeks, the strike of the Morgan & Wright rubber workers at Chicago has been officially declared off. An agreement covering the original demands of the strikers was signed, and the plants of both Morgan & Wright and the Mechanical Rubber Co. are being made ready for operation. The agreement provides that when a layoff becomes necessary in the future prefetence in employment must be shown the old employees. That was the original cause of the dispute, as the wages and hours were satisfactory.

Incorporated in New Jersey.

Barry Bieycle Support Mfg. Co.—Principal office, Corporation Trust Co., No. 15 Exchange Place, Jersey City, N. J. Object, manufacturing bieycles; capital, \$125,000. Corporators—Kenneth K. McLaren, Paul Tissen and Louis B. Dailey.

Bindley to Change Name.

The Bindley Hardware Co., of Pittsburg, Pa., which also does a considerable cycle jobbing trade, has applied to the State authorities for permission to change its name to the Bindley Merehandising Co.

HURLEY IN A PICKLE

Amateur Champion Suspended by the A. A. U.—Charges Grow out of Basket Ball.

Marcus L. Hurley, the amateur champion, is in grave danger of being unable to ride as an amateur next summer because of his o'erweening fondness for the game of basketball. Hurley has been suspended by the Amateur Athletic Union for having played on a team that was not registered with the A. A. U., and playing against other teams that were not registered, notably one team that is said to be semi-professional.

There has been a serious squabble in the field of basketball over the control of the game by the A. A. U. Quite a few teams decided not to recognize the authority of the union and declined to register. In order to make its power felt the union has been strict in dealing out punishment to its members and blacklisting those with whom it was not in touch. Hurley offered a particularly good mark for its aim, and the end of his trouble is not in sight.

Owing to the agreement existing between the A. A. U. and the National Cycling Association Hurley's suspension must be recognized by the N. C. A., and if the A. A. U. finally throws him out of the amateur ranks he will not be permitted to ride a bicycle as an amateur. This has not yet been done. and it is not known how much evidence the A. A. U. has against Hurley of a character justifying the destruction of his amateur standing, but that it has some is implied by remarks made by Secretary J. E. Sullivan of the union. It is rumored that information has been lodged to the effect that Hurley toured through New England last winter with a professional basketball team. Charges of this sort are not apt to be brought up against him unless he asks for an investigation and reinstatement. If he does not do this, however, he will remain under suspension, and as long as that is the case he cannot ride in races sanctioned by the N. C. A.

Thus either way he is in a fix, provided he cannot prove himself innocent of wrongdoing.

It will strike most persons as peculiar that Hurley, who has always been very particular in bicycling not to injure his amateur standing, should get into trouble of this sort in connection with basketball. It is known that Chairman Batchelder has at Hurley's request taken money and bought prizes for the champion in cases where the promoters of the meet have failed to buy the prizes and wanted to give the men the money to buy them with. In order to be entirely free from all suspicion Hurley has refused to handle such money, and has asked Chairman Batchelder to take it and buy the prizes as an evidence of his good faith.

In N. C. A. circles Hurley's trouble is deplored, but he is severely blamed because it is said he was abundantly warued and entreated not to get mixed up in the basketball squabble. Chairman Batchelder himself, it is known, repeatedly cautioned Hurley about the situation, and asked him to be careful not to go counter to the A. A. U. rulings.

After Hurley was suspended a story was started to the effect that the New York Athletic Club, of which Hurley is a member, would take his side in the matter and oppose the ruling of the A. A. U. There seems to be nothing in this, however, for Captain Charles H. Sherrill of the club, when seen, said:

"I know nothing of the Hurley case beyond what I have seen in the papers. No move has been made by the club officials to demand his reinstatement, nor has his case been mentioned at all. If any such action was contemplated I certainly, being captain of the club, should know it. The club governors held a regular meeting on Tuesday night, and there was not a word about Hurley or his suspension."

"Will the club demand his reinstatement?"
"Positively it will not," answered Mr.
Sherrill.

James E. Sullivan, secretary of the A. A. U., when questioned on the prospective fight said: "This talk of a disruption between the A. A. U. and the New York Athletic Club is all rot. The New York Athletic Club is one of the most loyal members of the A. A. U., and I am sure its officers have not the slightest inclination to question our ruling on the Hurley case. By playing with an unregistered team Hurley suspended himself. Should he apply for reinstatement his case will be investigated, and if it is found he played for money or received recompense for his services as a player he is out of the amateur class and a professional for good and all. That is all there is to it."

Who was Harkness?

If professionalism was a factor in automobile racing, that wealthy young New Yorker, H. S. Harkness, who is among the candidates for the honor of being one of America's team that will go abroad to contest for the Bennett International Cup this summer, probably would find himself in trouble.

Without knowing to whom he was talking, and apparently with no idea that his words reflected on himself, Harkness a few days since, in the hearing of two Bicycling World men, related with some gusto how as a bicyclist he had raced for money under an assumed name.

His father, a wealthy horseman, he said, objected to his racing under the Harkness name, and accordingly he adopted one for the occasion. What it was he did not state, and the question now is, Who was Harkness?

If a man has sincerity behind his statements and can make people believe that he is right, it is bound to create a favorable impression and bring his store into popularity.—(Ex.

MIDNIGHT RACE MIX-UP

Winner in Motocycle Class Proves a Professional and Prizes are Withheld.

So far as concerns the motor bicycle division, the midnight race to Yonkers and Tarrytown on New Year's has had a disagreeable aftermath, and it is by no means certain that Henry Allmen, who was first at both places, will secure the wine or other awards.

He is charged with being a professional, and as there is no doubt that he is one, the committee is considering whether professionalism is cause for disqualification. As the N. C. A. has ruled that amateurs cannot compete with professionals on the road and remain "pure," the status of the other two motor bicyclists, George Andes and James Farley, is also imperilled. Andes, by the by, reached Tarrytown second, and not Farley, as was first reported; he was some forty minutes behind Alimen, and will come into the prizes if the latter is disqualified. Allmen's time to Tarrytown (twenty-three miles) is given at 1 hour and 42 minutes, nine minutes slower than the time made by the winner in the motorless class. The latter was, however, thoroughly familiar with the route, while the motocyclists were strange to it and repeatedly lost the way, in fact, Dr. F. A. Roy, who checked the riders at Tarrytown, says he thinks the motorless party fixed things to suit themselves. Although the Park Hotel kindly kept open to accommodate them, they all cleared out, only the motocyclists remaining overnight.

Dr. Roy is of opinion that a definite route should be fixed and more frequent checking provided for. Further, he adds, all classes should be started together, as the impression caused by the starting of the motors thirty minutes after the others is one that cannot be effaced.

Nova Scotlan Prosperity.

The Yarmouth (N. S.) Cycle Co., which recently absorbed two of its competitors, is going into the jobbing trade in a large way. Two travellers will be kept on the road, their territory being Eastern Canada. Another evidence of prosperity is a considerable addition to the repair and assembling shop that is being erected.

Hendee Will Make Both.

Reports that they had discontinued the manufacture of their pedal propelled bicycle have bothered the Hendee Mfg. Co. not a little. They say that they are utterly without foundation, and that they will continue to market both motor and motorless bicycles, exactly as heretofore.

Better Tires in Demand.

Says an Akron tire manufacturer; "Last season it was all price and quality did not count a great deal. This season quality is coming to its own again and the general average will be higher than at any time in the present century."

TWO-SPEED MODEL READY

Looks Like Simple Chainless, but Works Like a Charm From 68 to 101.

It is here. The much-heralded, two-speed chainless bicycle, the most pronounced improvement made since the appearance of the coaster brake, is now on exhibition to the public, and the makers are ready to take orders.

The first completed specimen of the new model was sent to the veteran Columbia salesman, Elliott Mason, and was placed on a pedestal in the New York store at No. 12 Warren street on Tuesday. Needless to say, it attracted visitors to the place by the score.

The simplicity with which this much desired and seemingly difficult improvement has been accomplished and the commonplace appearance of the model is truly wonderful. There is an entire absence of any complications on the machine—no levers, nor springs, in sight. The wheel looks just the same as any other chainless Columbia, and, in fact, the salesmen will be unable to tell the bi-gear models from the others except by trying them, or putting on some distinguishing mark.

The first machine with the bi-gear placed on view offered a change from 68 to 101. The optious to be offered are either 83, 92 or 10f for high gears. The low gear in each instance will be 68. With the coverings of the rear gears, which are of the same size as on the other chainless models, removed and the gears exposed the most that can be seen is that the transmission shaft has two sets of gear teeth on its rear end, instead of one, as usual. The second set are cut outside of the regular rim of teeth and a little back of it, but there are the same number of cogs in each set. On the hub gear also there are two sets of teeth, but here the inner row has fewer than the outer rim, and it is when the inner and more forward set of teeth on the shaft meshes with this inner set on the hnb that the higher gear is obtained. The rest of the mechanism is inside of the rear hub, and is said to consist of a ball cluthch similar to that used for the coaster brake. In fact, the changing mechanism of the bigear is so thoroughly identified with that of the coaster brake that the two-speed model must be furnished with the coaster brake.

The change of gear is effected by the rider making a sharp, but not heavy, tap downward on the rising pedal. It is a knack quickly learned, as a representative of The Bicycling World learned by trying the new model on the store floor. The change of gear action with the pedal comes in between the coaster and the brake action, and makes the third result to be obtained by manipulation of the pedals. The first change is the use of the free wheel, attained by ceasing

the forward pressure on the pedals; the second is the change of gear, effected by a brief back pedalling pressure, and the third is the appplication of the brake, obtained by a greater and more sustained back pedalling pressure. All these results are to be had from a mechanism that adds only a few ounces to the weight of the bicycle, and is visible in no way except the little brace of the coaster brake that clamps on the rear fork, for the brake is of the hub design.

The bi-gear will be furnished on either men's or women's wheels, but only on the chainless models. The price for the wheel with the coaster brake and bi-gear is \$85. The two-speed improvement cannot be applied to last year's models or any other old wheel,

As Elliott Mason remarked when showing this new departure, "It surely is a winner. Just imagine going on a tour, say, in New Jersey or any country where good roads and hig hills abound, with a machine like that. You are not troubled by mud or dust, because you have a chainless; you bowl over the level stretches of fine road with an 83, 92 or 101 gear, according to your liking, and when you come to a hill to be climbed, why, ker-chunk! and there's a nice little 68 gear for you to run up with; when you get to the top you stop your feet and go coasting down like a toboggan on an ice-chute. Any one who could take that wheel and not think eyeling the most glorious of outdoor sports-well, he would almost be ready for the embalmer, 1 think."

How Ashby Made 900 Sales.

Although Mr. Ashby himself is now located in Buffalo as the general manager of the E. R. Thomas Motor Co., his retail business in Evansville, Ind., is still continued as the E. K. Ashby Bicycle Co., with Ashby as president and M. H. Sargent as vice-president and general manager.

That the business is successful and that wideawake methods are employed was made plain in a recent talk with Mr. Ashby. During the past season, he stated, 900 wheels were sold at retail, all of them high grade machines-Racycles, Nationals, Yales, Pierces and Clevelands. He attributed this remarkable showing to club schemes, which had accounted for 300 bičycles, and added that the balance of sales was largely due to the advertising given the concern by this means. The average price received was in excess of \$40 per machine, and while twothirds of the business done was on installments, there had been practically no losses from bad accounts. In addition to selling this number of wheels, several Auto-Bi's had been sold, and it is the intention to open up and thoroughly develop this motor department during the approaching season.

If you did not get a copy of The Bicycling World's twenty-fifth anniversary number it is not too late to enjoy the trent. Price, 25 cents per copy.

TO RULE OUT TANDEMS

N. C. A. Likely to Make Wide, High Power Motor Bicycles Standard Pacing Machines.

Many thousand dollars' worth of pacing "artillery" in use on the cycle path during the last few years is rendered worthless for the coming year by the proposed alterations in the rules for motor paced cycle racing. New motor tandems to the number of a score, made expressly for last year, are useless, and a number of the large motors, which created so much stir in 1902, are now out of commission practically.

The new pacing machines will be of the sort used in France. Motors will be of from eight to ten horse power and attached to singles which will be sixteen instead of twelve inches in width.

Last season the maximum width was twelve inches for tandems. Few, if any, tandems will be used in 1903, and the old double machines cannot be altered for the ceming season. The new pacing machines will be on the plans of those brought over by Harry Elkes and Jimmy Michael, and first seen at Madison Square Garden in December. Tires on the tandems were three inches wide and on the new machines will be five inches.

Safety in pacing machines is the desire and the greatest amount of safety possible is being secured with the new machines. Tires will wear a season through, and even should they explode will stand up and not throw the motor rider and pace follower. Safety guards back of the tires will prevent the rider colliding with his pacing machine,

Speed will be greatly increased owing to the increased width of the pacing machines, and some argue that in this respect the new racing will be more dangerous than the old, but pace followers and motormen do not argue this way.

Why Parker Works Nights.

Harris Parker, manager of C. B. Barker & Co., is said to be preparing an essay entitled "Hard Luck as it Applies to Catalogues." He is in a position to know what is. After working nights on Barker's big "annual," getting the "copy" and cuts to the printer, and after reading proofs and while daily expecting a supply of the finished catalogues, fire swept the print shop out of existence, the Barker "copy," cuts and everything else being destroyed by the flames. Parker is now again burning the midnight oil and working at high pressure and threatening to have the new catalogue in the mails before valentines clog the postoffice.

Holley Makes a Departure.

Like most of the motor bicycles of 1903 the Holley will be of increased borsepower. What is more radical, however, is that the gasolene will be contained in the frame,

ANOTHER NATIONAL

KIND-NOT LIKE OTHER BICYCLES."



In many years we have not offered a model whose instant success was so pronounced.

Model 61 Special has "caught on" with the dealers who have seen it.

We hope you will not be late in placing your orders for "the 1903 winner."

National Cycle Mfg. Co. BAY CITY, MICH.

Makers of trade winning bicycles only.

MY EXPERIENCE

FISK TIRES

is what will recommend them to myself and my acquaintances—if you have had no experience, it will pay you to learn what they will do.

THEY CAN BE OBTAINED AT

FISK RUBBER CO.,

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BRANCHES:

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CHICAGO, 52 State St.

BUFFALO,

254 Jefferson St.

DELPHIA, 916 Arch St. SAN FRANCISCO,



In which is Incorporated "The Wheel" and the "American Cyclist."

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Change of advertisements is not guaranteed unless copy therefor is in hand on SATURDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should

Address us at P. O. Box 649.

NEW YORK, JANUARY 8, 1903.

Possibilities of Changeable Gears.

In the two-speed bicycle, which has at last actually arrived, are bound up all the qualifications of a new and successful revivalist, one which could tour across the country rousing the backsliders and making hosts of new converts to cycling. The question is will these qualities of the changeable gear be properly developed and employed?

The advantage offered by the attachment of the coaster brake did not have the most made of it. Two-speed and the multi-speed machines have been proven in England to be practicable. The comfort and pleasure they add to road riding is unquestionable. The possibility of being able to change the gear at will enhances the value of the bicycle as a pleasure giving vehicle immensely, and offers an inducement to riders that is quite as great as that offered by the coaster brake; in conjunction the two devices afford pleasure approaching the idealistic. The thing is

to bring this fact home to riders and make it apppreciated.

Missionary work must be done. It will not suffice to announce that the new wheels have been made and can be had at such and such places, for so much. Cold blooded revivalists make few converts. It requires fervor of manner, fervor of speech and appeals that are practical, sincere and substantial to move the masses. How are the backsliding riders and the uninformed new ones to learn of the charms of the two-speed gear with coaster brake—to learn of them so as to have an irresistable desire for possession?

In the old days when enterprise kept pace with the enthusiasm it had roused it was considered good business to charge to the advertising account the expense of a lot of practical missionary work. Makers and dealers alike realized that the surest means of making a sale was in giving the prospective purchaser an actual trial of the new machine or new device, and that method has lost none of its potency.

This sort of advertising, for such it is, always finds plenty of persons willing to abuse it, but it can be done so judiciously that the proportion of waste is small. At any rate, the one great desideratum is that the new wheels would be tried and talked about, and such talk influences sales. The desire for possession would be kindled. In the old days it was a cause for common complaint by grocers, clothiers and other tradesmen that people neglected bnying from and paying bills to them in order to buy bicycles. Human nature has not changed. What is needed is to whet the appetite by a taste of new sweets-to strike the spark of desire and then let the fire burn. Can it not be done?

Alone or In Company.

Man is gregarious, and if he be also a cyclist he finds his chief joy in the company of other cyclists. To ride alone is something that is devoid of charm. In companionship lies the strength of pleasure riding, and where it cannot be had the pastime falls into disfavor or neglect.

When the bicycle is made use of solely as a vehicle of transportation, the ride on it having a ntilitarian purpose, solitude is no drawback. The rider's mind is filled with thoughts foreign to the wheel. The latter is a means to an end, and the more quickly the journey is finished, in order that the end may be reached, the better.

The bicycle possesses advantages over any other transportation vehicle. It is economical of money, time and space—all to a degree unapproachable by any other method of transportation. In this field, therefore, its future is secure. It cannot be supplanted, nor will it fall into desuetude. On the contrary, it will come into even more general use.

But it was as a pleasure vehicle that the bicycle first appealed to its users, and as years passed it was this aspect that became more and more prominent. The pastime and the sport were the phases that appealed to the hundreds of thousands of recruits that were made every year. The delight of riding was what allured them, gripped them fast, and held them until the matter was overdone and the penalty paid.

It is inconceivable, unthinkable, that these phases should not attract again.

The riders of the high wheel tired in time of its delights and dangers. They outgrew it. But when the safety came most of them returned, and with them a host of others. Similarly, when the pneumatic tire appeared it exercised a reinvigorating influence that cast into the shade everything that had gone before.

In both these cases vastly improved machines awaited the old and new riders. They were able to ride farther and faster and with less exertion than had been possible at any previous time.

When the tide turns, and the general public begins once more to ride, it will find that other great improvements have taken place, and that the machines obtainable are, by reason of coaster brakes, cushion frames, variable gears, etc., immeasurably superior to anything obtainable in the past. Riding will, therefore, possess a new zest for old wheelmen, and reveal to the new ones charms utterly unsuspected.

That this change, this return to an old and still worthy love, will take place is as certain as anything human can well be. But it will cone only when the popular prejudice against cycling subsides and it is once more viewed in its true light, as an exercise to be taken in moderation, rather than one to be either overdone, as it was some years ago, or neglected entirely, as it is now.

In this rehabilitation of the cycle the influence of other riders will play a large part. Most people will not ride alone. They want company. The solitary rider was always abnormal, sharply distinguished from

the great mass. But give wheelmen company and they will return to the pastime quickly and find in it all the old charm and enjoyment.

Horse Laugh Unjustified.

Just now the papers devoted to horses and horsemen are chortling with unboly glee because of the failure of the "bicycle trust," as they call it, and the straits to which they think the sport has come. This is in poor taste. It is uncharitable and unchristian. The horse papers recall the days of the bicycle boom and the falling off in the use of the horse for pleasure driving, and they also recall how they then predicted that cycling would be of short life, and they sing a song of "I told you so."

Besides being rather cold blooded this sort of gloating is unwise. Cycling is very far from being dead. It is not nearly as much neglected as the road horse was five years ago. There are more bicycles now in use for pleasure than there are horses, and there is going to be a revival.

The bicycle is a permanent rival of the horse as a medium of outdoor exercise. Cycling, over the decline of which the cynical editors are now having a horse laugh, is something which, like the boomerang, will come back. It will come back stronger than driving did, and it will come back to stay.

Not Low Enough for Ladies.

In criticism of the one new model of a two-speed gear that has been brought out, it may be said that the options offered are insufficient. The only low gear offered is 68. This is not low enough. For women especially the low change should be several points less. Gradually every one is coming to the realization that the high gear movement had much to do with making women tire of riding. Women rode most when the prevailing high gear on drop frame models was 63 or 64, and the low gear 56. A gear of 60 is quite big enough for the average woman to manipulate against a stiff wind or up a hill. A combination of 56 and 72 or 77 would be better for women's wheels than anything now offered.

Articles for novices are appearing in the English cycling journals, and new companies are being organized there to make bicycles. Who will say, in the face of this, that the English revival is not in full swing?

Wheeler's High Gear Records.

Editor The Bicycling World: You may remember that you published some time ago a letter of mine to the Miami Cycle & Mfg. Co. as a "reading advertisement," giving account of my trip to San Francisco with my wheel geared to 160 inches, and a short ride with 187 inch gear; and that you received about the same time a letter from me with about the same contents, with the additional account of my "century" with 187 inch gear.

It may interest you to know, therefore, that during the snmmer, on a Racycle pacemaker of the same gear, I completed a century in ten hours, half the time riding against a stiff wind and for one hour on a flat tire.

On December 3 and 4 last I increased my mileage for a twenty-four hour road ride to 244.3 miles, absolutely without pace. This is the Pacific Coast record for an unpaced twenty-four hour run, and possibly the Coast record regardless of pace. There is a claim of 248 miles in one day-paced-from San Francisco to San Luis Obispo; but I have been over the course three times (on my San Francisco trips) and taken the distances carefully, and cannot make it more than 24I miles, as follows: San Francisco to San Jose, 53 miles; San Jose to San Juan, 43.4; San Juan to King City, 58; King City to Paso Robles, 54; Paso Robles to San Luis Obispo, 32; total, 240.4 miles. There were two hours I did not ride when I could have as well as not, and since I finished in excellent condition I have been prancing mad ever since that I did not use them and so have run up my record to 270 or 275 miles.

It would please me to be informed if you or any of your readers know of any better unpaced twenty-four hour road record. The twenty-four hour road record (paced), amateur, is 387 miles.

Legal affidavit has been made, and can be seen by any one interested. All long distance riders understand that an unpaced ride is from one-sixth to one-quarter harder work than if paced.

HENRY IL WHEELER, Pomono, Cal.

Wants Motor Bicycles for Ladies.

Editor The Bicycling World: There is in the minds of progressive and well posted bicycle and motor cycle riders, dealers and manufacturers a firm belief in the future of the motocycle industry. The year of 1902 saw motor cycles that were made by reputable manufacturers give a large degree of satisfaction. The season of 1903 promises even better machines, with less complications. The public are beginning to understand that it does not require an engineer or a mechanical expert to operate a standard motor cycle, nor does it require a trick rider or an acrobat to stay on top of one.

All of the large cities and a great many of the smaller ones have at least one motor cycle enthusiast, who has demonstrated the fact that the motorcycle is reliable, that it would run against head winds, through the sand, and that the repair bills would

not bankrupt a man in ordinary circumstances, and still the season of 1903 so far has not promised one ladies' model. Without doubt ladies' bicycles were one of the greatest helps to the bieycle industry. If we had a practical ladies' motorcycle it would without doubt secure a ready sale. It would also help the sale of men's models, There have been built a few practical tandems and a very few ladies' machines, but why is it we have nothing in the ladies' line manufactured by a reliable maker? It is not as yet time for motorcycle juveniles, but it is without doubt time for motorcycles in ladies' models, and some manufacturer is due to take advantage of this opportunity.

HARRY R. GEER, St. Louis, Mo.

Only Paper They Pay for.

Editor The Bicycling World:—For some reason we have never received our paper of December 18. We wish very much you would send us another copy, as we are particularly anxious to see a full report of the jobbers' meeting held in New York on December 15.

We note with interest your article this week regarding the Pope and Coleman matter, and believe you certainly are right. We might add that The Bicycling World is the only paper for which we pay a subscription; thus it is unnecessary to state our opinion of it.

HARRAH & STEWART MFG. CO.,

Des Moines, Iowa.

He Knows Coleman.

Editor The Bicycling World:—That Pope vs. Coleman editorial hit the nail on the head and was just what was needed. I thought it would come sooner or later, as 1 did not see how you could remain quiet and see the business undermined. If Colonel Pope does not win the fight, God help the American Bicycle Company, as Coleman never will. His policy has nearly ruined a great industry, and if he continues in control he will finish it. Although 1 love the business and have faith in it, I would never again invest a dollar of my money in it while he remained in power.

GUESSWHO.

Praise From "Papa" Weston.

Editor The Bicycling World:—Let me congratulate you and your associates on your anniversary number. It is a production of which you should be proud. You stultify yourself, however, when you say the history of American cycling win never be written. You have written it completely and well.

FRANK W. WESTON.

What has become of the street sprinkling ordinance that was drawn by Alderman Marks? It hasn't been slipped through yet. Perhaps it was not properly greased. Wheelmen should keep their eye on the Aldermanic proceedings these days.

GASOLENE MYTHS EXPLODED

Facts and Pictures Showing How Groundless are the Fears of the Fluid— How to Handle It.

Why is it that a man who will handle gunpowder with impunity, who would not hesitate to set fire to a small quantity of the powder strewn upon a board, will March at a suggestion to do the same thing with gasolene? This same man will shoot all manner of fireworks in commemoration of the nation's birthday or upon other momentous occasions, yet were some one to touch a lighted match to the opening of a can filled with gasolene, he would make a break for tall timber. Even those who are quite familiar with gasolene and have handled it considerably as operators of gasolene engines would be inclined to hesitate before performing the experiment illustrated in Fig. 3. It would seem that this uncalled



for fear of gasolene is caused by the fact that a bad reputation is easily acquired but difficult to shake off, says E. W. Roberts in the Automobile Magazine.

Gasolene is that one of the series of petroleum products which is given off, during the selective distillation of the crude mate ial, just between benzine and kerosene. Gasolene as employed for gasolene englnes is comprised in that series which is known to the oil trade as C-petroleum-naphtha. This series includes those oils which have specific gravities lying between .667 and .707, or, as they are more frequently distinguished, between 80° and 68° Baumé. The hoiling points of the oils classed as C-petroleum-naphtha lie between 176° and 212° Fahr. Gasolene, therefore, is lighter than water, and vaporizes readily at ordinary temperatures. For gasolene engines the fuel employed is usually 72° (Baumé), or stove gasolene, and that used for steamers generally 76°.

Gasolene itself is a chemical compound of hydrogen and carbon, as are kerosene, benzine and the remaining petroleum derivatives, and is known as a hydrocarbon. It will unite with oxygen to form water and carbon monoxide, the process of this union being known as combustion. In order to



start combustion the temperature of the fuel must be raised to the temperature of ignition, when combustion will take place at the surface in contact with the oxygen,



usually that contained in the atmosphere. The heat of combustion of one portion of the liquid raises an adjoining portion to the ignition temperature, and so the com-



bustion continues from one particle to the next. The rapidity wit which combustion takes place depends upon the extent of the surface exposed to the air and also upon the rapidity with which the products of combustion pass away and give room for fresh air. When both the air and the fuel are thoroughly mixed, the combustion is so rapid as to become explosive, as in the cylinder of a gasolene engine. An excess of either air or fuel in a confined space dampens the explosion, and when the proportion passes a certain point an explosion will not take place. It is seen, therefore, that both air and heat are necessary to produce an explosion, and that, unless air be present, gasolene will neither burn nor explode. Again, the liquid will not explode even in the presence of air, unless the air and the combustible are intimately mixed. This is the reason that in the series of experiments illustrated herewith no explosion takes place.

In Fig. 1 is shown a common oil can containing about two-thirds of a gallou of gasolene, to opening of which the writer is holding a lighted match. No explosion follows this apparently foolhardy procedure, since the comparatively rapid evaporation of the fuel has driven all air from the top



of the can above the liquid, and this space contains only gasolene vapor unmixed with air. The gasolene vapor takes fire and burns at the mouth of the can in exactly the same manner as gas burns at a gas jet.

Fig. 2 shows how the flame may be extinguished without trouble or danger by dabbing the mouth of the can with a hand-kerchief. Even a quick stroke with the bare hand will often suffice, and such was the method used to extinguish the flame after some of the experiments illustrated.

The experiment shown in Fig. 3 makes one think of that incident famed in the joke book, "Bridget" lighting the fire with kerosene. Had Bridget taken the cap off the can she would not now be numbered with the angels. Since kerosene evaporates more slowly than gasolene, the top of a kerosene can is likely to contain an explosive mixture of kerosene vapor and air. If the mouth of the can be open, there is ample exit for the products of combustion should such a mixture take fire, although the agitation of the contents due to pouring will usually cause the formation of

enough vapor to drive the air from the top of the can. In performing this experiment a small quantity of gasolene was poured upon the top of the lower can to accentuate the flame. This gasolene is ignited and the liquid is poured from the spout can directly through the flame into the other can. A moment's consideration will show that there is not the slightest danger in the performance of this experiment. The stream of gasolene will ignite, but it will be extinguished so soon as it passes into the lower can, where it is out of contact with the air. The gasolene on top of the can soon burns itself out, and the flame at the mouth of either can is readily extinguished by a stroke of the hand.

This experiment is, in a way, the clue to the cause of many gasolene stove fires. Filling the stove while the jets are burning is not to be recommended, but when it is done and a small quantity of the liquid is accidentally spilled, the flame is sure to rush to reservoir, and the frightened individual filling it drops the can and flees. A



conflagration naturally follows, and the newspapers report it as a gasolene explosion, when it is very unlikely that an explosion took place. It is a gasolene fire due to carelessness and ignorance of what to do in an emergency of this kind.

You have probably heard the oft-quoted fable of gasolene fires due to the spark from a lighted cigar or a lighted cigarette. Try as hard as you will, you cannot ignite gasolene or its vapor with the spark of burning tobacco unless a flame be present. The pan in Fig. 4 is half full of gasolene, and I am smoking a cigar as fast as I can with the end held just over the surface of the liquid, as is shown by the smoke. In Fig. 5 the experiment is shown repeated with a cigarette. It is simply a question of too low a temperature in ember of the tobacco to ignite the hydrocarbon.

Fig. 6 shows a lighted cigar being plunged into the same pan of gasolene, and in Fig. 7 the same cigar has been lighted and is flaming on account of the gasolene it has absorbed. If the flame is blown out, the cigar will smolder, but will not flame up again.

The eigar in Fig. 8 has first been lighted,

and when it was burning nicely it was saturated with gasolene by dabbing the liquid on with the finger. Being accustomed to the taste of gasolene, the writer suffered no inconvenience from the added flavor. The photographer gracefully declined when I offered to add a similar bouquet to the cigar he was smoking.

The most effective way to extinguish a



gasolene fire is with a substance that will stop access of air to the combustible, i. e., singther the flame. Since gasolene is lighter than water, it will float on the surface of the latter, and an attempt to extinguish it with water usually results in spreading the flame. In Fig. 9 is shown a small quantity of gasolene floating and burning on top of water. A forcible stream of water will, between, practically blow out the flame and prevent, by wetting surrounding substances, the spread of the fire to them.



Flour, earth or sand will absorb the liquid and prevent it from spreading, as shown in Fig. 10, where a gasolene fire is being extinguished with flour. Aqua ammonia is also a good extinguisher for gasolene fires, and a large bottle of it dashed upon the floor of a room will often put out quite a stubborn blaze. It is scarcely advisable to remain in a room in which any quantity of ammonia has been set free.

While the foregoing experiments show that many of the assumptions in regard to gasolene are unfounded, the writer has no intention of claiming that gasolene should not be handled with care. A gasolene can will explode if it contains a few drops of gasolene and a large quantity of air, and such an operation as warming an empty gasolene can before a fire is likely to result in an explosion. A tightly closed can containing a quantity of gasolene, if exposed to heat, will have pressure generated therein exactly in the same manner as steam is raised in a steam hoiler, but at a much lower temperature. If this pressure exceeds the strength of the vessel, it will burst, but should no flame be present a conflagration will not follow. If a large quantity of gasolene escapes from a leaking vessel into an enclosed space such as a room, its vapor will in time fill the room with an explosive mixture with the air, and if this mixture be ignited a disastrous explosion is sure to follow,

Gasolene fires pure and simple, without the element of explosion, are most productive of the disasters due to gasolene. Like water, a quantity of gasolene spilled upon



the floor will spread over a large space, and if accidentally ignited the flame will cover the entire surface in an exceedingly short space of time. It is in this rapid spread of the flame that lies the chief danger from a liquid fuel. If it is spread upon merely an open space where there is nothing above it for the flame to ignite, the best way is to leave it alone, as it will burn itself out and not even char the board. If there is danger of the flame coming in contact with anything above it, it should be smothered with cloths, blankets, loose sand or earth, or with flour. Water should be used only as a last resort, and with the greatest caution, so as not to cause the fire to spread.

For storing gasolene the tank should be placed so that it will be kept comparatively cool and on no account exposed to the direct rays of the sun. This is not so much to prevent danger from fire as it is to prevent waste from evaporation. Probably the most convenient and effective way of storing gasolene is to bury the tank about a foot below the surface of the ground. It then may be piped to a pump in the stable or garage, and all pipe connections should be

carefully made and the threads lubricated with soap or painted with shellac or some substance that will not be attacked by gasolene. Leaks should be avoided not only to prevent waste, but also to prevent the escape of any great quantity of vapor into any enclosed space where it may form an explosive mixture with air.

In ease any great quantity of gasolene is to be handled, no flame of any kind should be in close proximity, not that there is any danger in the simple operation of pouring gasolene from one can to another in proximity to a flame, but the danger comes from likelihood of the gasolene being spilled and forming a highly inflammable surface. There is, however, no necessity of handling gasolene with the same precautions as one would take with gunpowder, as the two substances are by no means analogous. The same precautions that are usually taken with kerosene are generally sufficient, the only difference between the two substances being that gasolene evaporates more rapidly at ordinary temperatures. No one would think of filling a burning lamp with kerosene, especially if the vapor were so volatile as to almost instantly reach the flame of the lamp and take fire. Again, if a kerosene lamp takes fire one does not usually run from it, but tries to throw it out doors as quickly as possible. It should be remembered that, if a vessel containing gasolene takes fire and there is any danger of explosion, the explosion will occur immediately following the Ignition, and not later, and it is foolish to run away. The proper thing to do is to make every effort to get the vessel out doors, and it should be carried by



walking backwards, so that the flame will not burn the operator. As, for instance, if the vessel is a pail that is being carried on a poker. In conclusion, it may be said that a little horse sense in an emergency of this kind does a great deal more good than a whole lot of fuss.

Why Bicycles Will Endure.

"While the writer believes and hopes that there will never be another boom, still it is believed that a steady growth will be the trades progress in the future," writes W. H. Logue, a Baltimore dealer. "By profession a M. E. I believe that the bicycle will never be retired absolutely by any transportation mechanism.

"Just as the candle is the most perfect form of illumination—a complete power plant in itself for furnishing light and needs but a match—so the bicycle needs but the man.

"A bicycle will stand up longer than the "one horse shay" under the worst abuse and requires only muscle, but experience will demonstrate that the motor needs brains. I sell them. I mean motors. I have never had a minute's trouble. I swear it by Ananias and Saphiro.

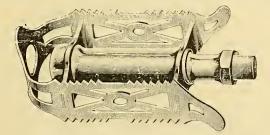
"So long as the great ball bearing on which we live revolves, just so long will people use candles and have wheels."

"We heg to inform you that we have sent by post express a money order for \$3, being the renewal of our subscription to the Bicycling World for the year ending December 31, 1902. We are much pleased to receive the paper each week, and find in it much valuable information for our trade."—(Van der Wielen & Schwiebbe, Antwerp, Belgium.

Now is the time to Turn over a New Leaf

IF YOU'RE IN THE HABIT OF USING ANYTHING BUT







THE GENESEE.

Wishing you Compliments of the Season.

JOHN R. KEIM,

BUFFALO, N. Y., U. S. A.

ABOUT THE "REDISCOVERY"

Some Further Opinions and Instances That Bear on the Subject.

Contributions relative to the "rediscovery" of cycling continue to be received at the Bicycling World's offices, and the tone of nearly all are optimistic; some seem aggressively so. It is as if the majority of dealers are looking forward with confidence to a greater reawakening in the spring.

Here is a thought on the subject offered by a dealer in the upper part of New York State:

"During the lull in riding that we have experienced for the last few years there have been hundreds of miles of fine, new roads built, and there are thousands of riders who have not been on them. Just wait until a few of their friends get out and discover these new highways running through country that is new to them. Then there will be a rediscovery of cycling. The charm in it will be fresh for riders old and new. To ride over the recently finished roads and discover new places and new scenes will be like beginning all over again, and I agree with you that the rediscovery will be followed by a sane, sincere and abiding indulgence in the grand sport."

Some wholesome truths for tradesmen are told by a dealer who says:

"It is largely a want of enthusiasm on the part of the dealers themselves that is to blame for the conditions. The dealers and their clerks do not ride, and when they talk they do not enthuse. They cannot unless they are speaking from live experience. They do not feel what they say, and customers know it. Their words do not ring

"I ride myself all the time, and I wouldn't have a man in my place who did not ride and get ont often. I want them to be able to talk with customers about roads and routes, and to speak with honest feeling about the delights and benefits of the game. I'll tell you something I am doing in a small way that is panning out successfully, and that is keeping a sort of brotherhood bureau, as I call it. It began this way: A man came in who was a customer of mine and was talking about riding and how it had fallen off. He said he never felt so well as when he was riding regularly, but somehow he had gotten out of the habit of it because he had no one to ride with him and did not meet the old friends on the road, and all that sort of talk, you know Well, it just so happened that I had been listening to another man go on in the same strain the day before. They were both gentlemen and good fellows, so I proposed that I should introduce them. I did, and they became regular riding cronies. I took the hint and started to keep a list of backsliders who would ride if only they had good company, and I've since been pairing them off as suitably as I could, like the manager of a matrimonial bureau. Yes, sir; what we want is more live interest and enthusiasm in the trade itself. I wish we could have some sort of itinerant lecturer going about and filling the dealers up with enthusiasm. The effect would be electrical,"

For an Extra Passenger.

In the aim to have the motor bicycle carry an extra passenger, even in England not all effort is being centred in trailers, as the accompanying illustration of a cleverly designed fore carriage or fore seat serves to show. This seat is attached by C-springs, at the ends of which are mounted forked lugs. The latter carry, on centre pin hubs, so that, when steering, the seat is not moved, the wheels turning on their hubs, as in a motor car. The axle is attached to the frame of the machine by three tubes, two



running to a single clip on to the head tube and one to the back forks just behind the bottom bracket, as shown in the illustration, in which part of the chain and chain wheel are broken away to show the method of fixing. The rear rider is not hampered in any way, the centre stay being carried underneath the motor, leaving him as free as when riding a motorless bicycle. The steering is arranged from the forks of the machine, a distance piece being bolted between them, carrying on it a socket between which and the left hand side hub is arranged a rod with a socket joint at each end. No strain whatever is thrown on the front forks, with the exception of that required for steering.

Literally a "Hand Off" Rider.

A warning toward cautiousness in the administering of rebukes that even seem justified, was received on the road recently by a New Yorker who was hasty in speaking to what he thought was one of the showy riders who go along with "hands off" or only one hand on the bars. The hasty rider saw a youth on the Boulevard at a time when it was crowded, who was pedaling on with one hand grasping the bars in the middle and the other hanging at his side. In bluff tones the older rider, who detests such performances, said: "Take hold of your bars properly. you fool, and stop endangering others." The young man looked up in amazement and replied simply: "The other doesn . work." Looking at the idle arm, the other saw that it was artificial. He apologized, but for the rest of the day felt meaner than a pair of bargain-counter tires, and now he looks twice before he utters gratuitous rebukes.

INFLUENCE OF RIDERS

The Part They Play in Shaping new Features—Changeable Gears as an Example.

There are some aspects of the cycle trade which concern the rider of cycles quite as much as they do the manufacturer. In their true relation, indeed, the rider and the maker may be regarded as partners in a great concern, neither being able to get along without the other.

This is true not merely in a commercial sense, says a contemporary, but also-and even in a greater degree-in regard to the mechanical construction of the bicycle, which as it exists to-day is undoubtedly the joint product of both. It is idle to discuss which of the two partners has had the greater influence in bringing it to its present comparative state of perfection. The necessities of the rider and the inventiveness of the cycle engineer act and react upon each other reciprocally in bringing about the best possible combination. Riders, it is true, sometimes ask for things which are not good for them, and enforce their desires with such pertinacity that manufacturers in many cases have a difficulty in refusing to comply with what are to all intents and purposes most ridiculous demands, Nevertheless, it is the fact that devices introduced merely to gratify a whim, a fashion or a passing craze are very short lived; and only those which exhibit real mechanical advantages remain as integral parts of the machine.

The suggestions toward improvement to which we refer come from riders who form what may be called the aristocracy of the cycling world—riders with mechanical tastes and proclivities, who are keenly alive to and have a fine appreciation of what tends toward efficiency. Everything should be done to foster the intercommunication of ideas between riders of this class and manufacturers, for it is only by the thorough recognition of this community of interests that real progress is made.

A notable example of the influence of the aristocratic rider upon the manufacturer is furnished in the variable gear movement. Several of the variable speed gear devices now on the market are the direct outcome of the practical cyclist's experiences and of the necessity he feel for increasing the ease of riding up steep hills and against heavy winds. The variable gear is a device by which the cyclist says in effect:

"If road engineers will not lessen the gradients of hills for me so as to make them easily rideable, I will so arrange the mechanism of my cycle that hills can be lightly tackled."

To nobody but the thoughtful and practical cyclist would such an idea occur. Not only does the advantage come in at hill climbing, but whenever riding conditions become at all irksome in regard to gradient, wind resistance or the necessity for extra speed on level roads in the open country.

GIVING HEED TO RIDERS

Such, Says an Authority, in the Practice Abroad—American Makers Criticised.

"If we were to pass in review the various devices which have tended to make cycling pleasnrable, we should find that many were in like manner first of all prompted by the necessities of the ingenious and thoughtful rider; not only so, but to a certain stage perfected by him ready to be taken up and improved by the cycle manufacturer," says the English Cyclist. "There is no need to specify instances; they are obvious throughout the anatomy of the bicycle.

"We have little doubt that there are other contrivances as yet undeveloped-in little better than an embryonic stage-in the keeping of many of the practical riders which would tend to greater ease and comfort of cycling if manufacturers would adopt them. The disposition of some manufacturers to scout suggestions for improvement from practical riders, and to imagine that the bicycle as represented by their particular make has reached perfection, and that all they have to do is to turn out as many of their own machines as they can, is one that should be strongly deprecated. It is, however, happily breaking down; but for this attitude the makers are far less to blame than is generally known, as few people outside the industry know the immense number of wildcat and cranky ideas they have to investigate before they come across one worth any serious consideration. It was recently remarked that some of the leading manufacturers were departing from their old policy of exclusiveness and were recognizing merits in the products of other firms. This they are doing to such an extent as to incorporate on payment of royalty, of course, devices of rival manufacturers which they acknowledge to be better than their own. How far this attitude may be due to outside pressure from riders it is impossible to say; but it is a hopeful sign of the times, and should be encouraged, as it shows very plainly that the best makers are doing their utmost to supply the very best there is.

"We do not go so far as to say that there is an ideal bicycle yet to be constructed which will be best for everybody, What we do mean to say is that hy the co-operation of manufacturers among themselvesas in one or two instances they show a disposition to do-and of manufacturers with riders, cycle construction will undoubtedly advance to still greater perfection than it has hitherto attained. There is no such thing as finality. Finality is the rock upon which the American cycle trade struck. American makers imagined that by combination they could force riders to accept one stereotyped model, and they then set themselves to supply such a model in large

quantities. They flooded the markets of the world with the article, apparently in the hope and expectation of monopolizing the whole trade not only of the United States, but of Europe also. But riders-particularly English riders, and now even American riders are showing signs of revolt-would not be thus coerced into sinking their own individual preferences; and the combination failed, as it deserved to fail. It may be taken, therefore, as a broad principle that riders-or at any rate the intelligent among them, of whom there is a constantly increasing number-resent all such attempts at combination, for the combination is against themselves. What all classes of riders will welcome most is the disposition on the part of manufacturers to take them into their confidence in matters of design and construction. Co-operation, and not combination, is what they desire."



NEW YORK BRANCH! 214-218 WEST 47TH STREET.

When Bicycles Deteriorate.

"The best bicycle begins to deteriorate after two seasons; cheap cycles begin the process much earlier," says a foreign contemporary, "The metal loses its 'life' and elasticity; it tends under the constant vibration to become more brittle, and so more liable to breakage. An almost similar state of things happens in the human frame as we grow old. The bones and ligaments lose tone, and the endurance and elasticity of yonth vanish. A well made cycle may last for ten years without a breakdown, but after the first two years the risks increase enormously, owing to the oldness of the metal. And when the 'life' goes out of the tubing the machine does not run so sweetly as of yore. Many cyclists do not appreciate small differences, and will scarcely think the want of 'life' any importance; but, taken in conjunction with the fact that the cycle is deteriorating, and the probability of breakage considerably increasing with each year, the inducement to get a new cycle, say, once every two years, or even more frequently, is a strong one for those who like eycling at its best."

BACK TO MOTOR BICYCLES

Why Fisher, After Buying an Automobile, Returned to his First Love.

As one who has tried them all, the pushcycle, motor bicycle and antomobile, George M. Fisher, captain of the Alpha Motor Cycle Club of Brooklyn, commands attention when he expresses an opinion. He stood in the store of E. J. Willis in Park place, New York, a few days ago critically inspecting a new Orient motor bicycle that had just been received, when a friend entered the door. After greeting him, Fisher exclaimed:

"That's the sort of thing you want. Why don't you get one? It beats an automobile clear hollow. I want to sell my automobile. Hey, Willis! Do you want to buy an automobile in good condition? I'll let it go cheap."

It was evidence of his sincerity that Fisher then and there entered into an arrangement to consign his automobile, a Long Distance car, only three months out of the factory, to Willis to be sold.

When asked why the motor bicycle was better than an automobile Fisher replied:

"There's no sport in an automobile. It's either all work or all luxnry. There's nothing athletic or sportsmanlike in sitting on an upholstered seat and manipulating levers. They may be all right for fat old men or women, but for a young man who wants sport, fresh air and exercise, the motor bicycle is the thing. You get astride of it and have to keep your equilibrium and pick your road, and sometimes help push it up hill, besides attending to the motor. When you try it you will see the difference. One is sport and the other is not. Then, too, the motor bicycle is something that does not cost a lot of money to keep. Why, I've spent \$5 per month in tips to the men who look after the car where it is stored-and the storage itself costs \$15. I've tried them all, and for me the motor bicycle is the thing."

If you are going abroad you should join the Cyclists' Touring Cinb now, and not wait for the rush of the busy season. A preparatory course of C. T. C. literature availed of now may save you many dollars, and greatly enhance the enjoyment of your tour. Send your full name and address and a two-cent stamp for blanks, etc., to Frank W. Weston, United States Chief Consul, Beston, Mass. ***

Two-speed gears have long been used, and now an English inventor named Mitchell has produced a device that gives almost any number of variations. The greater portion of the device is contained in the rear hub, which varies but slightly from the ordinary. IT IS ESTIMATED THAT

97%

οF

Motocycle Troubles

ARE

ELECTRICAL TROUBLES.

It follows that, at least, an elementary knowledge of electricity will go far towards making for the fullest measure of pleasure and satisfaction.

"The ABC

OF

Electricity"

will impart this very knowledge.



108 PAGES: 36 ILLUSTRATIONS

The book is entirely non-technical and can be understood by the man who does not know "the first thing" about electricity

PRICE, 50 CENTS.

FOR SALE BY

THE GOODMAN COMPANY

123-125 Tribune Building, NEW YORK.

Bill Martin in Australia.

A glimpse of "Plugger Bill" Martin as he appears in the antipodes is afforded through the following lines from the "Australian Cyclist":

"Bill Martin is off to New Zealand again. When he was there last year Bill and the people took a fancy to each other, and when they extended an invitation to 'The Plugger' to again visit them, apart from the highly practical side of the matter, he was pleased to accept.

"'Going on the Wednesday after the Austral. And I shall be away three months."

"When it was mentioned about Robl, Dickentmann and 'Major' Taylor coming, and that he should accept the former's challenge, he said:

"'Well, I just want to escape the hard racing. It is awfully killing work to follow it up here with these big two-mile handicaps. A man can't stand too much of it, and, when a good offer comes along and I can get quit of all this bullockin', I'm not the man to decline."

"Martin reckons that he will be in pretty good form for the Austral, and is improving every day.

"The accident on Saturday gave bim a severe shaking. 'I wouldn't mind the sudden stop when I struck the asphalt so much if somebody's pedal hadn't scooped a lump out of my back. It's very painful, but I'm well enough to go on training again.'

"Martin thinks that 'Major' Taylor is people are giving him, and that he will be well worth the money which the Sydney a great draw. 'But he'll be beaten as sure as anything,' concluded Bill."

Unwonted Stir in Centurys.

The Century Wheelmen of New York intend making an effort to revive wheeling in the club in 1903. Former Captain Matthew Gibb, well known to cyclists in the years of '95, '96, '97, whose ideas were adapted by all wheeling clubs throughout the United States has been nominated again for captain by the element of active riders who want to see the club colors and brown uniforms ouce more prominent on the road. Gibb has for opponents, the present captain, John L. Wenzel, and the present lieutenant, E. H. Robinson. Equally as interesting is the contest for first lieutenant. The former president of the King's County Wheelmen, F. B. Bradley, now an active member of the Century Wheelmen, is one of the candidates for this office. His opponent is H. A. Gliesman, who has been doing good work on the road this season. A heated contest is anticipated at the annual election, as there are two or more candidates for nearly all of the offices.

Nelson Won Two-Fifty's Annual Scorch.

Old time cyclists of Chicago still perpetuate the New Year's day "scorch" of the Two-Fifty Club. This organization was formed in the days of the old high wheel, when a mile in 2:50 was a splendid performance, and a record of having made a

mile in that time was the chief qualification for membership. The "annual scorch" is run on January 1 from Thirty-fifth street and the Grand Boulevard to the Hotel Florence at Pullman. Nine riders started in the race this year, and Fred. Nelson was the winner for the third time. He made the run in 50 minutes. Irvin Slegler, 55 minutes, was second; James Vickery, 58 minutes, third; Fred Gruder, 1 hour, fourth; Ed. Morris, 1 hour 16 minutes, fifth; J. E. Rayner, 1 hour, 16½ minutes, sixth. A. Githens, C. Klober and A. Rayner finished seventh, eighth and ninth, but their times were not taken.

Stuyvesants Select Officers.

The following officers for 1903 have been clected by the Stuyvesant Wheelmen, 270 East Tenth street, New York: John Schuler, president; Henry Van Der Dries, vicepresident; Carl Lochman, treasurer;; Oscar Lenz, financial secretary; John H. Borchers, recording secretary; Joseph Kopski, sergeant-at-arms; William Bauder, assistant sergeant-at-arms; Thomas L. Warren, captain; Max Lochman, first lieutenant; "Jack" Westrich, second lieutenant; H. Van Der Dries, first sergeant; C. Lundburg, second sergeant; George Weirich, first color bearer; William Bauder, second color bearer; Hugo Rochell, chief bugler; Joseph Kopski, surgeon, and George Gebhard, mascot.

Bay Views Elect Maull President.

At the annual meeting of the Bay View Wheelmen, of Newark, the following officers were elected for the ensuing year: President, Henry W. Maull; first vice-president, John Staneck; second vice-president. Joseph Gerber; recording secretary, William Schiller; corresponding secretary, Frank Knox; financial secretary, William Cavanaugh; treasurer, William Heyl; sergeant-at-arms, Deniel Koch; captain, Frank Reemer; trustees for three years, William Rein, Charles Eisele and Frank Drastal; one year, Richard Istern, C. Calvert and Daniel Dippel.

First of the Year.

The first formal century run of the year was conducted by the New York State division, Century Road Club of America, last Sunday. It was run without pacemakers from Bedford Rest to Amityville, Long Island, and back, and was practically a century race, as there were prizes offered for the first three to finish. There were eight starters. The prize winners were: Joseph Kopsky, Stuyvesant Wheelmen, first; Charles Lumberg, C. R. C. A., second; Charles Merritt, C. R. C. A., third.

According to a foreign contemporary in Florence, Italy, the woman motor cyclist is required to carry two bells on her machine, while one is deemed sufficient for men riders. No reasons are given for the discrimination.

TRIMMED THEIR SAILS

Two Dealers who Altered With Conditions and how They Went About it.

"What is the poor cycle dealer to do in these hard times? It seems to me that he has a sort of Hobson's choice—that of getting out of business or of taking on other lines, and by their means manage to eke out the unprofitable season." It was a man formerly in the trade, but now not connected with it except in an indirect way, who spoke.

"In one good sized town that I am pretty well acquainted with it has reached that stage," he went on. "At the present time there is not a single dealer who devotes himself exclusively to bicycles. Of the dozen or more who were in it a few years ago there are just about three left, and they have cultivated side lines and built up a good business in them. One of them sells coal-and I have not been able to figure out whether that is profitable just now or not. A second has taken on a typewriter and a sewing machine, and seems to be doing well with them. In the spring and summer he stocks up with sporting goods, and works them and bicycles together.

"The third has kept his bicycle business more to the fore than the others, but he sells other things as well. Sporting goods and some harware specialties are the principal articles. For the Christmas trade he made a big push on mechanical toys, in addition to almost anything that was easy to handle and sold well. Ping pong sets, air rifles and revolvers, gas supplies, such as mantles, globes, etc. He even put in some oil heaters, in view of the coal scarcity.

"Being a pretty good storekeeper, he has done well in spite of the many irons he has in the fire. As a matter of fact that is the secret of it all. If a man knows how to buy, stock, display and sell goods he is pretty sure to meet with some success. If he hasn't an aptitude for such work, nowever, he is going to have hard work getting along.

"In this same town there are a couple of repair men-men who used to be kept busy on bicycle work. With the falling off in the business they retrenched, and, seeing that there was not much chance of an improvement, began to look around for other work. One of them does general machine work of a light character, and through the winter puts in practically all his time at it. For about half the year he devotes himself to bicycles there being plenty of work for him in that line. The other man has turned his attention to motor bicycles, and even to automobiles, and is able to do pretty nearly any job that is brought into him. There are only a few motor bicycles in the place, but

between them and the automobiles and a certain amount of machine work that comes in to him he manages to make a good living.

"Neither of these men has the slightest idea of letting his bicycle trade go by the board, however. It was their first love, and they still like it. The work just suits them, and they have all the appliances for doing it quickly and well. So they say they will stick to it, and when the tide turns they will be ready to take advantage of it."

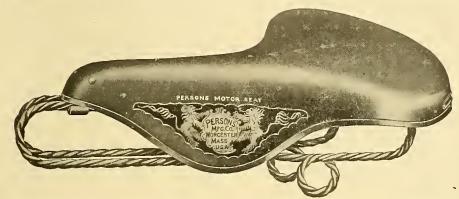
Persons's Saddle for Motocycles.

True to their record of keeping up with the times, the Persons Mfg. Co., Worcester, Mass., have just placed on the market the motocycle saddle shown by the accompanying illustration. It is born of Mr. Persons's

ITS FITTING FINISH

Fished From an Ash Heap, Even the Scavenger Scorns the Mall-Order Crock.

It was in the forenoon when most men were bustling about the streets of New York intent only on business, and the sight of a bicycle crowning an ash heap might not have appealed to any one if the two riders had not paused to survey it and make comments. The frame was twisted and broken. It had no saddle or handle bar or pedals. The front wheel was tireless, but on the rim of the rear wheel was a cheap tire that would have been pensioned for its



own experience as a motocyclist, and, as will be seen, affords the room and, being of the hammock pattern, the flexibility that contribute to comfort. The saddle is made with extra heavy cantles and tension parts, and only drop forged clamps and screws are employed, while the leather and finish is, of the well known Persons quality.

Riders who Make Work for Themselves.

There are riders, and their number is more than a small percentage of the total wheeling army, who make rough roads rougher and cause themselves trouble by the habit of keeping their eyes fixed steadily upon the ground just ahead of the front wheel. The consequence is the irregularities of the road are exaggerated to the mind. Little hollows and small bumps and stones seem larger and more numerous. The rider twists around and dodges things that it would be better for him not to see. He is unconsciously worrying himself. The proper part of the road to be scrutinized is that lying about thirty feet ahead of the wheel. There the small and inconsequential roughnesses are lost in the general contour and the way seems smooth. With the general impression that it is a fair or good road on which he is travelling the rider will find the pushing easier. Looking ahead the distance named will enable any one to discover any serious obstacle in abundant time to avoid it. It is because riders do not see the rough places they pass over that many timid ones find night rlding so much easier than daylight wheeling.

wounds had it been a patriotic being. There was something more than pathetic about the appearance of this specimen of its species, and the attention paid to it by the couple who stopped won the interest of others. The thoughts uppermost in the minds of those who observed probably were "Why didn't he trade it in?" and "Doesn't this answer the question of 'where do the old bicycles go?' " An Italian ragpicker came along and pushed the bent and broken steed of steel over and it fell in the gntter and lay there while he explored the barrel for something that he considered more salable. When he had finished he put the wrecked machine back, handling it as contemptnously as he might a broken hoopskirt had he found one and been ignorant of its use. The pair whose sense of the ridiculous had caused them to stop had been grinning as they exchanged facetious comment, but when they walked on their faces expressed solemn reflection. The bicycle was one of those monstrosities that are sold as "high grade" by mail order concerns. It had come to its natural end, It had found its level.

Extent of the Interest.

As showing the increasing interest in motor bicycles, E. J. Willis, the New York jobber, remarked yesterday in the new store which he has occupied barely three weeks:

"I think there already have been more people talking motor bicycles in this store than there were in the old place all during last summer."

The Week's Patents.

716,960. Metallic tire. William Thompson, Woodstock, Canada. Filed June 11, 1902. Serial No. 111,206. (No model).

Claim.—I. In a metallic tire the combination of the rim and a series of annular sections secured thereto having their meeting edges overlapping to form the tread of the tire and movably embrace the sides of the body portions, and provided with a series of internal section-spacing protuberances, substantially as specified.

717,263. Pretector for rubber tires. Herbert R. Palmer, Cleveland, Ohio, assignor of one-half to Omar Stoppel, Cleveland, Ohio. Filed Aug. 27, 1901. Renewed June 6, 1902. Serial No. 110,510. (No model.)

Claim.—1. A protecting covering for a vehicle tire consisting of a flexible backing carrying rivels whose beads are on the other side of the backing and are in staggered position and nearly abut but do not overlap, and whose shanks extend through the backing and are upset on the inner side thereof, substantially as described.

717,264. Phenmatic fire, Herbert R. Palmer, Cleveland, Ohio, assignor of one-half to Omar Stoppel, Cleveland, Ohio. Filed Oct. 11, 1902. Serial No. 126,862. (No model.)

Claim.—1. A pneumatic tire comprising an inner tube and an outer sheath vulcanized together, numerous rivets in the sheath having their heads substantially flush with the outer surface thereof, having their shanks extending through the sheath, washers on the shanks on the inner side of the sheath, the rivets being upset beyond the washers, substantially as described.

717,271. Bicycle prop. Jens Rasmusson, Rochester, Mhm. Filed May 7, 1902. Serial No. 106,331. (No model.)

Claim—1. In a bleycle rack, the combination of a stem, a head mounted on the upper end of said stem and having an inclined face constructed to engage the frame of a bicycle, a rack bar mounted on said stem, a collar mounted on said stem and engaged by said rack bar, a fork carried by said collar and constructed to engage the front wheel of a bicycle, legs pivoted to said collar and braces positively connected to said legs and to said stem, whereby the helght of said fork above the ground may be adjusted, substantially as described.

717,341, Ricycle fire clenner. James B. Cahoon, Kausas City, Mo. Flled Feb. 28, 1901. Serial No. 49,206. (No model.)

Claim—1. A bleycle tire cleaner, consisting of a body portion bridging the space between

to said forks, and provided with a plurality of guide loops, disposed in alinement with each other, and substantially in alinement with the centre of the contignous wheel, and a scraper having a substantially semi-circular portion engaging the periphery of said wheel and a stem fitted slidingly and nonrotably in said hoops, in order that the scraper may be withdrawn from engagement with the wheel, said scraper and stem being of integral construction, substantially as described.

Two Ways to True Wheels.

There are two ways of truing a wheel that has got out of round. One—the better way—is to take if to a reputable repairman and pay him the fraction of a dollar he will charge you for the job. The other way is to do the work yourself, and, while not as certain as the first way, it will take considerably more time.

Turn the machine upside down, and have at hand a nipple wrench and a piece of chalk, spin the wheel round and hold the chalk fairly close so that the part of the rim "out of circle" or out of flat will touch the chalk and become marked. The parts out of flat will require to have the spokes slightly loosened on the marked side and tightened on the other. Do this gradually until the wheel runs without "wobbling." Then, if the rim is out of circle, the parts that dip will require to have the spokes on both sides loosened, and then the spokes at the high parts tightened. It will probably be necessary to ease the tension on the intermediate ones. Care must be taken to have the tension on spokes equal through-

Keeping Bicycles Noiseless.

Most cyclists pay attention to the noises made by their wheels because the sound annoys them. They do not sufficiently realize the fact that a noise means friction, and therefore wear. If they did, a squeak or a rattle would not be tolerated week after week by some riders. Friction is produced by the contact of moving bodies. The rougher the surface where the contact occurs the greater the friction. Two highly p lished surfaces, slide over each other almust noiselessly. There is friction, no mat-

ter how smooth the surfaces may be, for excresences undetectable to the naked eye exist in the most finely finished materials. When there is noise between them, however, it is because there is undue friction. Sand between two pieces of polishd wood illustrates the point. Oil applied to machinery and to bicycle bearings fills the imperceptible pores and brings the microscopic projections more nearly to a level. When bearings squeak there is a friction in them that if continued will wear them out. This is something that should be remembered by those who neglect their bicycles and consider a squeak only as a disagreeable noise. In judging a bicycle the noiselessness or "smoothness" with which it rnns is always considered a point, although heavy doses of oil and graphite will sometimes make a poor wheel "run sweetly" on an exhibition stand. When under a load there is a difference.

Tourist Cars on the Nickel Plate Road.

Semi-weekly transcontinental tourist cars between the Atlantic and the Pacific coasts are operated by the Nickel Plate and its connections. Tourist cars referred to afford the same sleeping accommodations, with same class of mattress and other bedclothing, that are provided in the regular Pullman sleeping car service. These tourist cars leave Boston on Mondays and Wednesdays, and leave San Francisco on Tuesdays and Fridays. Berths in these tourist cars are sold at greatly reduced rates. Conveniences are offered without extra cost, for heating food, or preparing tea or coffee, affording every facility for comfort on a long journey, especially for families travelling with children. Lowest rates may be obtained always via the Nickel Plate Road for all points in the West. For special information regarding all trains on the Nickel Plate Road, including these tourist cars, consult your nearest ticket agent, or write A. W. Ecclestone, D. D. Agt., 385 Broadway, New York City. ***

The Retail Record.

Spring Mills, Pa.—J. F. Rearick's repair shop destroyed by fire. Loss, \$1,000.

Milwaukee, Wis.—Bright & Fians, receiver appointed.

HIGH-GRADE



The FOWLER, The MANSON,

WE MAKE OUR OWN WHEELS.
They are known the world over,
They have always given satisfaction.

The SHERMAN.

WE SELL THE BEST BICYCLES THAT RETAIL AT \$25 00.
WE SELL THE BEST BICYCLES THAT RETAIL AT \$35.00.
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We have always made these three grades and values, and we shall keep on making them.
Our bicycles are unquestioned for durability and for speed qualities.
We have ample capital and increased facilities. New Models for 1903.

Write for Catalogue and apply for Agency NOW.

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"MOTOCYCLES AND HOW TO MANAGE THEM"

REVISED EDITION

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The only Book of the Sort in Existence

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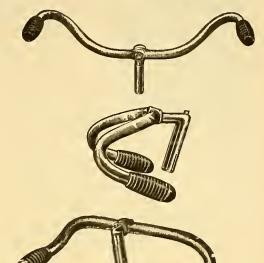
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Years of use have made them Standard of the World. They are accepted without question and help sell any wheel. Wide=awake manufacturers furnish, and all live jobbers and dealers handle them. Specify them on all your orders.



Kelly Handle-Bar Co.

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THOMAS TONNEAU MODEL 17 FOR 1903.



Price, 1,250.00.

Embodies at the best features usually found on the most expensive foreign and American cars. The Quality and construction of this new model is unsurpassed regardless of price or manufacture. This machine stands in a class alone and in order to be fully appreciated must be seen. Model sy speeds up to 25 miles an hour and will without difficulty climb go per cent, grades. It is especially constructed to meet the most rigid requirements of families, business and professional men.

AGENTS:—We have a liberal proposition to offer and it will be necessary to order early as territory is rapidly being taken up. Will exhibit at the New York and Chicago Shows.

E. R. THOMAS MOTOR CO., Buffalo Automobile and Auto-Bi Co., Buffalo, N. Y. Branches:-New York, E. J. Edmond, 52 West 43d St. Boston, Mass., C. S Henshaw, 145 Columbus Ave.



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to know that riding with a

Smith's Two-Roller Spring Seat Post

is such a LUXURY?

MOST JOBBERS handled it last year with gratifying results—we hope to add the OTHERS this year to the "satisfied set."

Electrotype for the asking for your catalogue.

JOS. N. SMITH & CO., Detroit, Mich.





Distributors:
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Worcester,

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The HUDSON

A reliable wheel built by an old established firm.

Write for 1903 Catalog and Prices.

THE BEAN-CHAMBERLIN M. FC. CO., Hudson, Mich.

We have for several years been making a line of

"Natty"-Looking Bicycles

for jobbers and dealers whose trade required a well-made, well-designed wheel to sell at a low price.

We havn't made much noise, being too busy making bicycles. Enlarged facilities enables us to add a few new customers. Our proposition may make YOU one of them. Better get it now.

APEX WHEEL CO., Rochester, N.Y.

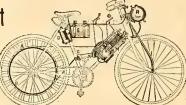
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Any one, any where, at any time, can obtain any thing

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IS ALWAYS MAINTAINED.

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Never Reduced.

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You take no chances when you buy

Berkey Ball Bearing Spring Seat Posts.

The only Post made you can adjust for wear and eliminate all side motion of saddle.

Internal expander, all sizes and all weight springs Indispensable in using Coaster Brake or Motor Cycle.

To try one is to ride one.

Berkey Spring Seat Post Company, Crand Rapids, Mich.

The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVI.

New York, U. S. A., Thursday, January 15, 1903.

No. 16

COMING TO MOTOR BICYCLES

Old-Established Makers Feel the Influence —Eagle First to Announce a Model.

Indications are not lacking that the present year will see the motor bicycle "taken to the bosom" of several of the old-established bicycle manufacturers.

The Eagle Bicycle Mfg. Co. is the first of the number to be "won over." Their motor bicycle is well under way, and will be ready in ample time for the spring demand. It will be a chain, driver and will list at \$250.

Lamp Maker Lucas Dead.

Joseph Lucas, of Birmingham, England, one of the earliest makers of cycle lamps and probably the best known one, died at Naples, Italy, on Dec. 28 last, of typhoid fever. He was 68 years old. Mr. Lucas first began the manufacture of lamps in 1873, and in due course amassed a fortune. His goods had a large sale in this country in the '80's, his "King of the Road" lamp being one of the pleasant memories of the days of the "good, old ordinary."

Have \$125 on the List.

The Hill Climbers Bicycle Mfg. Co., of San Francisco, Cal., has been incorporated with a capital stock of \$150,000, of which the large sum of \$125 has been subscribed. The directors are J. P. Sharback, J. A. Muller, J. J. O'Toole, E. Cullinan and T. W. Hickey. The style of the bicycle to be manufactured has not yet been announced.

Brisk Buying in January.

"If present indications count for anything, the retail trade is reckoning on an unusually early or nausually good season," remarked Harris Parker, manager of C. B. Barker & Co., on Tuesday. "Our business during the first two weeks of this month was more than during all of last January."

California Dealers to Meet.

The annual meeting of the California State Cycle Board of Trade convenes on Tuesday next, 20th inst., at Los Angeles. It probably will extend over several days.

Riggs Goes to Detroit.

Frank C. Riggs, who has long been prominently connected with the cycle trade, has associated himself with William E. Metzger, the popular automobile dealer, of Detroit, and henceforth will devote a portion of his attention to that business.

Mr. Riggs will, however, retain his interests in the Riggs-Spencer and Sager Gear companies, of Rochester, and devote considerable time to the marketing of their products

Now a Four-Time President.

On Tuesday of this week L. D. Parker, of Hartford, was formally elected president of the India Rubber Co., of Akron. As it was known that this was on the cards ever since Mr. Parker was made the head of Morgan & Wright and of the G. & J. Tire Co., it is largely in the nature of a matter of course. He is now the chief of all of the Rubber Goods Co.'s tire factories, the Hartford being the other one.

To Check Cycle Thleves.

At the last meeting of the Retail Bicycle Dealers' Association of Terre Haute, Ind., a resolution was passed offering a reward of \$10 for the arrest of any person stealing a bicycle from a member of the organization. Several of them suffered from the acts of the "lifters" during last season, and it is believed that the standing reward will have a tendency to disconrage the thieves.

Will Divide \$394.53.

The referee of the Cycle Repairs Co., Chicago, one of the bankrupt relics of better days, has given notice that on the 30th inst. the trustees will divide the munificent sum of \$394.53 among the creditors of the concern and turn in his final report. The company was composed of J. B. Perrine, Arthur Moses, Gertrude Moses and Nathan Lowenstein

Will Have a Branch in Oregon.

The Marshall-Wells Co., Duluth, Minn., who are amongst the biggest hardware and cycle jobbers in the country, are preparing to open a branch in Portland, Ore. Land has been purchased and on it a five-story building will be erected,

POPE WINS FIRST ROUND

Coleman Crowd Fails to Block Reorganization Plan—Information From the Inside.

The reorganization committee of the American Bicycle Co., of which William A. Read is chairman, has declared operative its plan for reorganization. More than a majority of the debenture bonds and a large amount of the common and preferred stock has been deposited, and further deposits will be received up to and including January 26, but not after that date, except upon such conditions as the committee may impose.

The first payment of \$3 on the assessment of \$9 made on both classes of stock is due January 26.

The Read committee is, of course, the one with which Colonel Albert A. Pope is identified. The Gould-Coleman crowd, which has been bent on obstructing the reorganization of the company until their bonds were cared for, failed to block Mr. Read and his associates, their much promised plan of reorganization not even coming to a head. In some quarters it is stated that the "plan" never existed except in imagination-that it was merely a bluff, inaugurated in the belief that the Read-Pope element would purchase the bonds of the obstructionists. What the latter will do next will develop when the property of the American Bicycle Co. is offered at public sale. Coleman has bleated about how he will "run up" the bidding, but as his money throughout the crisis has been conspicuous by its absence it will surprise a good many people if it is produced or risked on the occasion of the sale.

How steadfast is Colonel Pope's faith in the bicycle business, and how thoroughly he has imbued his colleagues with his spirit is best evidenced by the sums of money they have advanced to keep the factories operating and to carry out their plans. An idea of the extent of this outlay is given by an unnamed Bostonian, who is, however, plainly "in the know." He is quoted in Boston as saying:

"The Read committee had two plans of reorganization under consideration, and adopted the one announced only after con-

MERKEL'S NEW MODEL

New Frame, Forks and Other Marked Contributions to Motocycle Betterment.

Of the motor bicycles for 1903 that have undergone substantial alteration and that incorporate marked improvement, the Merkel, made by the Merkel Mfg. Co., Milwaukee, is one. Previous mention has been made of some of these changes, but the accompanying illustration makes clearer the general effect.

As will be noted, the diamond frame has been discarded for a loop, the lower tube and seat mast being formed of one 16-gauge tube. The employment of Regas spring rear forks is also in the nature of a departure that makes for increased comfort.

The use of the loop, or U frame, permits

The new triple front fork, previously illustrated, will be used, of course, and the same admirable single lever control and positive and double make and break system—an excellent feature, on which not enough stress has been laid—and the exhaust through perforations in the seat mast are retained.

Two-inch tires, a suspension saddle and the Corbin Duplex motocycle coaster brake make up the chief equipment.

"Papa" Weston Wants to Retire.

Frank W. Weston—"Papa" Weston, the father of American cycling—has given notice that he will present his resignation as secretary-treasurer of the Boston Bicycle Club—the first club—at its annual meeting next month. Not lack of interest, he says, but "business reasons and business uncertainties are alone responsible" for his intention to relinquish the office that he has held continuously for twenty-five years, which



in Colonel Pope. He is invited to all the committee meetings, and has given the committee the benefit of his advice. He believes it is possible to place the company upon a substantial basis largely by the judicious use of printers' ink. His idea is that if you have anything to sell which is worth anything don't hesitate to let the people know that you have it. Advertising was the basis of his success in the bicycle business, and will be the basis of his policy when he is at the head of the company, which will be when it is reorganized.

sultation with the largest holders of the

company's securities. The business of the

company was in such a condition that heroic

treatment was imperative, and the \$2,250,000

necessary to be raised by the present plan

was practically all underwritten by the

members of the Read committee, Colonel

Pope and his associates. Colonel Pope took

\$350,000 of the underwriting, being the larg-

est underwriter. Mr. Read took \$300,000,

and other members took blocks of from

\$100,000 to \$390,000, but only after ontside

interests had had an opportunity to take

the underwriting if they so desired it. The

underwriting commission was only 5 per

"When the Read committee took hold of the American Bicycle Co. they found it in

debt, with no working capital, and members

of the committee and Colonel Pope have al-

ready loaned the company \$750,000 for work-

ing capital, taking receivers' certificates and

notes of the company as collateral. They certainly would not have underwritten such a large amount of the securities and been so liberal in loaning money to the company unless there were prospects of the company being placed upon a substantial footing.

"The committee has the utmost confidence

"Boston has an interest of about \$500,000 bonds in the American Bicycle Co., outside of the \$1,700,000 bonds held by Colonel Pope. The Ayer estate has \$200,000 bonds, and has deposited them with the Read committee."

In this connection it is no longer a secret that the failure of the American Bicycle Co. would have been averted if its president, Reuben Lindsay Coleman, had cared to go down into his pocket or been able to induce his new found friends in Wall Street to do likewise. When it became plain that the default of the \$225,000 interest on the bonds (which precipitated the failure) was evident Colonel Pope offered to provide \$175,000 if Coleman would obtain the remainder, Coleman could not or would not, and, having thus aided in its downfall, he has since been finding keen delight in hurling epithets at Pope and in endeavoring to prevent his efforts to restore the company.

At the January meeting of the Alpha Motor Cycle Club four new members were elected. The annual dinner of the club will be held in conjunction with that of the Kings County Wheelmen, the last week in March or the first week in April.

of the motor being carried low and in a nearly vertical position, thus affording a low centre of gravity. The motor itself gave such splendid satisfaction that the Merkel people deemed it best to let well enough alone, and therefore made only minor changes, among other things lengthening the stroke to 25% inches; the bore is of the same dimensions. The carburetter, while of the same principle, will differ in design and be much simplified; it is not yet ready for exploitation.

The tanks carrying lubricating oil and gasolene are suspended from the upper bar. The two tanks are hinged together on one side and are caught with three clips on the under side, thus doing away with all straps and bands. The gasolene supply will carry the machine for a trifle over a hundred miles, while enough lubricating oil can be carried for about six hundred miles.

The batteries are carried not on the rear forks in a square box under the saddle, but in a tube supported behind the seat mast. The transmission is by means of a No. 1 flat belt, running over liberal sized pulleys. An idler will be used to take up the slack of the belt, which has both a spring and hand take up.

doubtless is a "world record" in its way.

While it is by no means certain that the club will permit Mr. Weston to retire, he has asked the privilege of naming his successor. "The post is no sinecure," he says, "and, although it does not call for the exercise of great ability, it should be filled by one who is actively loyal to the club's interests and who is imbued, to at least as great an extent as I have been and am, with enthusiasm on behalf of the old club, its traditions, its permanence and all that pertains to it. Fortunately such men are not rare in our ranks, and your main difficulty will be to choose between them; but should your choice be narrowed down to two, one being an active rider and the other not, may I not counsel you to elect-other things being equal-the former? For this old club is still—as I trust it always will be—a cycling club, and not merely the memory of one.'

Two Cycle Motor Reported.

It was reported a few days ago that a firm of practical manufacturers, who prefer for the present to keep their name in the shadow, have perfected a two-cycle motor for bicycles and will put out a completed machine with it on. The bicycle will have also a two-speed attachment.

LUXURY IN MOTOR BICYCLES

The new Auto-Bi With its Cushion Frame and Forks—Many Minor Improvements.

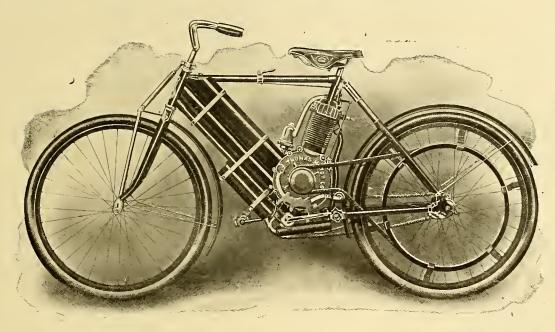
Previous information has enabled the public to gain a fairly clear idea of the features that would mark the E. R. Thomas Motor Co.'s Auto-Bi of 1903. The fact, however, heightened interest in the model, and the accompanying illustration will satisfy a deal of curiosity as to "just how it looks."

That it looks well and affords an idea of the luxury which the riding of it should afford most people will agree. It certainly marks a long step toward comfort in motor pounds; its frame, made of 11/8-inch, 16gauge tubing, is 221/2 inches high, its tread is 6 inches and wheel base 481/2 inches. The single lever controlling speed and exhaust lift are retained. The mixer and motor, which is still of 21/2 horsepower, are altered only in minor details, having given excellent satisfaction in the past. The chief of these detail changes are larger exhausts, trembler springs fulcrumed at lower part of controller box, with longer springs; contact screw fastening improved by use of cone shaped fibre washers, which cannot work loose and form imperfect insulation; larger outlet for refuse oil; oil inlet below the centre of crank case; engine pulley is corrugated; waste chamber to prevent oil leakage; automatic spring idler; improved

THE A.C.C. BALK AT "DEMAND"

Congress is "Requested" to Support Brownlow Bill—Does an M. D. Boss C.R.C.A.?

At the January meeting of the Associated Cycling Clubs of New York, held last Monday night, the membership was increased by the election of the Royal Wheelmen, who were organized last May. It was decreased by the withdrawal of the Century Road Club Association, which was moved to resign by the entreaty of a certain M. D., a dishonorably expelled member of the A. C. C., who waves the British flag with one hand and reaches for American coin with the other.



cycling, the employment of not only the Hygienic cushion frame, but of cushion front forks as well, making so greatly to that end that it is difficult to conceive what more could be done. The principle of the cushion frame is well known, and that of the Thomas forks is not greatly dissimilar, as the picture makes clear. It is somewhat on the idea of the spring seat posts—a coiled spring contained within a cylindrical tube and, of course, the necessary rocking joints, or knuckles, that go to make up the fork, which not only relieves machine and rider of much jarring and jolting, but which, being in the form of a truss, acts as a brace.

Aside from the cushion forks and frame, the belt used is the most radical departure. It is V shaped, and is a composite of steel and leather, which the Thomas people assert is practically unbreakable, and unstretchable. It runs in a V shaped steel rear pulley, and, the engine pulley being corrugated, the extra grip and lack of stretch has added appreciably to the power of the motor, which will now climb hills which with the old belt and pulley were impossible.

The listed weight of the machine is ninety

mixer; bottom of poppet soldered; safety switch made more durable and smaller with only one control holding screw, a very efficient device.

The Auto-Bi will list at \$200.

Moskovics Goes With Willis.

F. E. Moskovics, ex-captain of the New York Motor Cycle Club, and who refused renomination because of the fact, has finally entered the trade. He has engaged with E. J. Willis, of this city, and being a good fellow and thoroughly familiar with not only motor cycles but with the bicycle and electrical trades, he should be able to do much to further the aggressive campaign which Willis has in view.

The Retail Record.

Attleboro, Mass.—C. H. Eddy, new repair shop at No. 70 Park street.

Jackson, Mich.—L. D. Douglass, removed to No. 265 East Main street.

San Francisco, Cal.—John Curtis, No. 1,826 Polk street, sold out to Fry Bros.

Greenwich, Conn.—Charles J. Ferris, sold out to Phillips Bros.

The meeting was held at the house of the Prospect Wheelmen, and was well attended. President Oatmon occupied the chair, and after routine business had been transacted a resolution approving of the Brownlow bill, that had been drawn by an absent delegate, was introduced by Will R. Pitman. The resolution, as originally drafted, read that the A. C. C. "demand of their representatives," etc. After some spirited discussion the word demand was changed to request, and the resolution was adopted.

Whereas, The public roads being of the greatest use to the greatest number, and in our opinion as worthy of Federal interest and aid as rivers and harbors, and

Whereas, The road being an index to the country's civilization,

Resolved, That the Associated Cycling Clubs of New York welcome and heartily indorse as a step in the right direction the good roads bill introduced into Congress by Representative Brownlow, making as it does for not only the comfort and progress of man and beast but for the proper standing of the United States in the ranks of civilized nations.

Resolved further, That these Associated Cycling Clubs of New York request of their representatives in Congress their earnest and wholehearted support of the sald Brownlow bill.

ANOTHER NATIONAL

OTHER BICYCLES."



In many years we have not offered a model whose instant success was so pronounced.

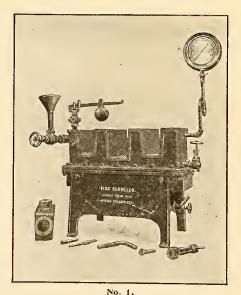
Model 61 Special has "caught on" with the dealers who have seen it.

We hope you will not be late in placing your orders for "the 1903 winner."

National Cycle Mfg. Co. BAY CITY, MICH.

Makers of trade winning bicycles only.

A VULCANIZER which is simple and economical to operate, which will do good work, is a necessity in every well equipped Repair Shop. The FISK has been designed to meet all these requirements and will give absolute satisfaction.

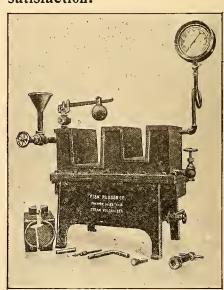


No. 1 **VULCANIZER**

has three openings for moulds from 1 to 3 in., inclusive.

No. 2 **VULCANIZER**

has two openings for moulds from 2½ to 4 in., inclusive.



FISK RUBBER CO.,

BRANCHES:

Chicopee Falls, Mass.

PHILADELPHIA, 916 Arch St. SAN FRANCISCO 114 Sect

604 Atlantic



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Wembers of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. 0. Box 649.

NEW YORK, JANUARY 15, 1903.

How the Situation has Improved.

Out of evil comes good. Out of the trade disturbances that have marked and yet mark the bicycle business good has resulted.

Out of the embarrassment of the American Bicycle Co. and the consequent curtailment of product has come a wholesome stimulant in the form of an early demand from the big buyers, who are naturally anxious to make secure their source of supply for the coming year.

That most sensitive trade barometer, the relation of supply to demand, quickly responded in the form of a sudden stiffening of prices—the first ray of light that has been shed on the trade horizon for many weary years. That this sudden stiffening of the trade's backbone was general, in fact universal, was not wholly due to the increased demand, however. Though the sources of supply of the big trade buyers are now so few and the margins to which those manufacturers who cater to this class reduced so small that it would seem they could go no

further in this direction, there is always some one in his overanxiety to secure desirable business who will strive to go one step further, and thus the old game of playing one maker against the other has gone successfully on.

Happily in the present instance this time worn procedure was blocked and rendered impossible by the sharp advance in the price of material and supplies. Not only has about everything that enters into the construction of a bicycle undergone a marked advance, but factory supplies, factory upkeep and in many cases the price of labor and the difficulty of securing the proper men has all been appreciably increased.

It may be noted also that the general opinion that the bicycle business had fallen from its once high estate, that it was no longer one of stability or permanency, extended even to the labor market, making it difficult to secure and retain competent men, who seemed actuated by the fear of loss or curtailment of employment at unexpected or unwelcome times.

All these causes, and more, some of them underlying and deep seated, combined to make further reduction in the prices of bicycles not only impossible, but even under normal conditions necessitated an advancement.

With the stimulus of an early and increased market, and under the lash of necessity, the trade took heart and at last ventured in some measure to assert its manhood, to a man flatly refusing to even consider last year's prices for the coming season's supply, and the long heralded and long awaited "upward march" had begun, the impossible been accomplished. Strange, too, that it has taken place with none of the direful effects once so freely predicted.

The jobber and the mail order house, once so autocratic and dictatorial, were quick to size up the situation and capitulated—the only thing they could do.

The influence of this upward movement, which naturally began with the lowest priced bicycles, has been far reaching, extending to the higher grades, which almost without exception have moved upward in sympathy.

With the number of bicycle manufacturers in this country reduced to a comparative handful, there would seem to be no reason on earth except blind and wilful perversity or foolishness why this state of affairs should not continue.

It means not only better prices for the manufacturer, but in turn to the jobber and

dealer, and better bicycles to the consumer, in whom there has never been anything else than willingness to pay a fair price and be assured of what he was getting.

The bugbear of jobbers and mail order houses starting up bicycle factories is unworthy of serious consideration by sensible men, and may be brushed aside as a foolish fancy of timid hearts.

Signs are not wanting, too, that in the expected reorganization of the predominating bicycle manufacturing company those in control are disposed to work more in harmony with that part of the independent trade that has demonstrated its fitness and ability to live, and so preclude the realization of any such project even if attempted.

Let the hardy men who now compose the bicycle business act like men, and unite in uplifting their business to a plane where it will be respected and take the place that rightfully belongs to it.

The Matter of Weights.

It is interesting to watch the opposing tendencies that are always at work in constructional methods. There is the never ending struggle to keep down the weight of the complete machine, the ever present temptation to add to it. Between the two the result is pretty nearly a stand off, although the tide does flow and ebb within narrow limits.

When a "featherweight" movement has run its course it is always found that the makers have been led into excesses, and that the machines are too light-that is, too weak-to give the best results. They are either too much addicted to the practice of breaking or they "whip" and bind under the stress of severe pressure on the pedals -as in hill climbing or speed work. Sometimes both troubles are present. There has been too much metal and rubber and wood shaved off. The pinching process has taken only an onnce here and an onnce there, but the net result is summed up in pounds, and no machine will stand it. Then the riders who have egged on this scaling down process begin to clamor at the result of their urging, and the maker finds it is time to retrace his steps, if he has not already come to such a conclusion.

Then the ground is gone over again, only this time in the reverse direction. The forks, the frame, the handle bars, the axles, the cranks, the rims—all are strengthened by the needed ounce or two.

But the work does not stop there. New features are evolved, and, being superior to

the old ones, are adopted. The fact that they add weight, no matter how little, is overlooked or ignored. One after another, changes of this kind are made, and suddenly it becomes plain that pounds have been added to those already contained in the machine.

An internally fastened handle bar or seat post weighs more than the old bolt and nut fastening; a two or three piece crank shaft with its sleeve contains more metal than the forgotten plain shaft and cranks fastened with cotter pins; a sleeved front or rear axle obviously weighs more than one without a sleeve; yet in each instance there are certain advantages obtained by the substitutition that justify them in the minds of their users.

A coaster brake hub adds more than a mite to the avoirdupois of a machine, especially if the rear wheel is built stronger, as it should be, to resist the greater strains put upon it. A chainless drive, a cushion frame, a roller chain or a more comfortable saddle brings about the same result. But, as before, they carry their compensations and are frequently adopted.

Years ago it was no unusual practice for riders to strip their new machines of everything not absolutely necessary in riding, weigh them and stamp those weights indelibly upon their brains, to be spoken of afterward as the correct weight of the machine. Then they would add accessories, substitute spring saddles for springless ones, and in other ways add several pounds to the machine, and all without seeming to see the incongruity of the proceeding.

To-day machines are pounds heavier than they were half a dozen years ago. But they are vastly improved bicycles, and most of the excess weight has gone into the improved features.

Along with it has gone, almost as a matter of course, some unnecessary and uncalled for weight. This is to be measured by ounces, however, and not by pounds. The former can well be spared, but to sacrifice the latter would be a most unwise move, so unwise that there is not the slightest likelihood of it being made.

Automobilists and the Speed Law.

Ever since the wheelmen, through Alderman Oatman, began to labor for the passage of sensible traffic regulations in the streets of New York, and finally had the bill permitting an extension of the speed restrictions introduced, the automobilists have

gradually but positively arrogated the whole scheme to themselves. There were persons known in cycling in days gone by who jumped in at the eleventh hour and, after the thing was done, took all the credit. The history of the passage of such persons into the depths of obscurity is a grimly humorous chapter.

That the automobile Pooh Bah has become so prominent in connection with the traffic ordinance is due chiefly to his own activity, but also in part to the timidity of the wheelmen and others interested. The traffic ordinances were not drawn solely in consideration of the Automobile Club, but for the benefit of all. Let the wheelmen and truckmen and road drivers attend the extra hearing called for 2.30 o'clock p. m. January 19 and see to it that 'their interests are not overlooked in the anxiety to pleade the assertative automobilists.

Handlebars now Rational.

Designers of bicycles know full well the effect one part of the machine has upon another, and govern themselves accordingly. If extremes are adopted in one direction it follows almost as a matter of course that they must be in others also.

At the present time handle bar design avoids extremes. There are few excessively low drop, high upturned or backward or forward extending, all of which at one time or another had considerable vogue. The golden mean has displaced them all. One has but to go the round of the stores and make the most casual examination of the machines to be convinced of this.

In the first place, the demand for extremes in handle hars merely because they were extremes has passed away. Secondly, as already stated, the design of the complete machine is such that extremes are not encouraged.

The length and rake of the head, the rake of the diagonal frame tube, the shape of the seat post—whether forward or backward L—the wheel base, even, have much to do with the shape of the handle bar. When riders wanted to "scorch"—lean 'way forward and bend over as far as they could—a low dropped and forward extending bar was almost absolutely necessary. When this phase had passed and riders sat bolt upright, it is equally plain that the bars had to be upturned and brought back in order to enable them to reach them at all. A long wheel base brought the rider further back, as did a frame with much rake to it, while the

present tendency to shorten the base and to straighten the diagonal works just the other way.

Consequently there is no such difference between the bars furnished with particular machines as we used to notice.

There are still drop bars, and upturned and forward extension ones, but they no longer describe wonderful curves and make extraordinary turns, as was formerly the case. The graduations are more minute, the jump from one to another more moderate.

So, too, with handle bar widths. The fourteen and sixteen inch bars of one period and the twenty-four and twenty-six inch ones of another have both vanished. In their stead we find bars of moderate length that are more in keeping with the remainder of the machine.

In short, handle bars nowadays are made primarily to steer with, and the aim of each maker is to produce a bar that will bring the rider's hands in a comfortable position and give him complete control of the machine.

Go away from home to hear news. The English Cyclist tells us that "the chainless bicycle appears to have dropped almost entirely out of use in America." Being on the ground, we are able to assure the Cyclist that appearances, whatever they may be, are deceitful. If the chainless is no longer much talked about, it is because it has ceased to be a novelty, and is now a standard model, listed by practically every reputable manufacturer in America.

"Inclosed find \$2 for one year's subscription to the Bicycling World. Being an enthusiastic motocyclist of some six thousand miles experience, I enjoy reading your paper, and expect to continue my subscription indefinitely."—(W. Neal Walden, Evansville, Ind.

Now is the time for the repairman to get his place in order. Changes and improvements made now will bring many dollars into the money drawer during the spring and summer.

"Enclosed please find my renewal. It would be impossible for me to ride a motor • bicycle successfully without the Bicycling World."—J. B. Harper, Enderlin, N. D.

When fads peter out to a natural death, honest sport comes to its own. Cycling is not a fad in its essential nature.

TALKING GEARS FOR WOMEN

Why Salesmen Must be Cautious and One Little Suspected Cause of Over-Gearing.

With regard to the use of high gears and the suggestion made in the Bicycling World last week that the lowest gear of 68 furnished with the new, two-speed bicycle, is too high for the average woman to push uphill or against a wind, Elliott Mason, the old-time Columbia dealer of New York, calls atteution to an interesting phase of retailing. Mr. Mason conceded that the use of high gears has decreased the popularity of cycling among women, and that the gears now furnished for them are still too high. He added:

"We find we have to be mighty carefut, however, how we talk against high gears when a woman who wants a wheel has her husband with her. If we are not we spoil the sale. As a rule, the man wants the woman to have a higher gear than is good for her. He says it is because they want to ride together, and he wants her to be able to keep up with him. He doesn't have the sense to know that she would keep up with him better if she had a low gear, and easier work. He makes it harder work for her to ride with him by insisting that she shall have a high gear. If we oppose the idea or attempt to argue we queer our business. It is all right to explain the matter to the women when they come to us alone, but it is seldom they do that, and so the same fallacy keeps holding sway. It is perfectly true, as the Bicycling World says, that women did more riding and enjoyed cycling more when 63 was the average gear on the dropped frame models, but the retailer cannot convince the meu that they have gone too far and hurt the sport in their persistent encouraging of women to use higher gears. We can't do it. You try!"

When the Mourners Will Meet.

February 11 has been set as the date and Boston as the place where the sadly shrivelled National Assembly of the L. A. W. will go through the motions of its annual meeting. In announcing the fact the Boston Herald remarks: "The importance of these meetings has seemed to decrease year by year, and now they are of a more or less perfunctory character."

Oskaloosa's One-Legged Motocyclist.

Although New York has the only one armed motor bicyclist, it is necessary to go as far away as Oskaloosa, Iowa, to find the only one-legged rider. He is W. T. Prine, and his right leg is off above the knee. Notwithstanding his infirmity he has been riding a motor cycle for a year, and says he is "highly elated" with it.

Where Credit for First Century is Due.

It appears that to Wilson Higginson, of the Century Road Club of America, is not due the credit of completing the first century run of the New Year. He started at the stroke of midnight from Brooklyn, N. Y., but did not finish the hundred miles until 12 hours and 10 minutes later, while two California riders, starting at the same hour, beat his time by several hours.

These two men were Allen H. Nye, of Monrovia, and Henry H. Wheeler, of Pomona. Nye had two motor bicycles and a triplet for pace. The motors did not behave well, and he rode part of the way alone, finishing the 100 miles at 7.57 a. m. Wheeler rode all the way unpaced, and rolled off the last mile at 8.43 a. m., and kept on riding unpaced until he had 163.9 miles to his credit at 5.30 p. m., after spending over an hour at Pasadena viewing the Tournament of Roses. Wheeler is 47 years of age and Nye about twenty years younger.

С. R. C. A. Лау Run Irvington-Milburn.

It is probable that the Irvington-Milburn road race, the good old Cycling Derby begun by club teams, will be run under new management this year. E. L. Blauvelt, who has been the manager of it during the last few years, has tired of the work and responsibility, and seeks to haud them both over to some organized cycling body.

He has proposed to the Century Road Club Association that it take charge of the race this year, and the idea was favorably received. The association has not as yet formally passed upon the matter, but it is known that some of the officials and influential members are in favor of taking charge of the race, and therefore it is likely to be done.

For Motocycle Mileage Records.

To the member completing the greatest number of miles from March 1 to December 1 next, the New York Motor Cycle Club will award a gold medal, and for the next best record a silver one. To all other members covering 3,000 miles or more bronze medals will be given. The competition should really bring out some figures of interest and value, as to date there is no authenticated record of mileage on motor bicycles, although one claim of 10,000 miles has been made by a man in San Angelo, Tex.

Here's a Tall Yarn.

According to a story in one of the daily papers—a not always veracious source—an American firm of bicycle makers once wrote. Emperor William asking permission to be allowed to call their machines the "Hohenzollern"; as consideration they offered to build two machines to his majesty's own specifications and to pay him \$500 in cash. The story is interesting, but, lacking the names of the bicycle manufacturers, it can be accepted only as a tall yarn,

THE SAFETY OF GASOLENE

Some Remarkable Tests With the Fluid Made for the Benefit of a British Court.

Evidence offered and accepted in court is now on record to show that gasolene is not the dangerous stuff which so many commonly consider it to be. The evidence was submitted in a case of lawsuit in England in which the plaintiff testified that a lighted cigarette had caused the ignition of some gasolene that was being poured into a tank. The defendant, a motor maker, offered in rebuttal a sworn statement of a list of experiments, and these were substantiated as having been witnessed by an official from the Royal School of Mines. The tests made were as follows:

- 1. A lighted match placed at the opening of a new two gallon can of gasolene merely caused a small flame an inch long, which could be extinguished with the point of a finger.
- 2. Gasolene was then poured into an open vessel and a lighted eigarette dropped into it. Result: It was at once extinguished.
- 3. A lighted eigarette was then smoked vigorously from within two feet above to a quarter of an inch of the gasolene; also all around and underneath the vessel, but no ignition occurred.
- 4. A small quantity of gasolene was then poured on the cigarette while still smokinfg; still no ignition occurred.
- 5. A case was then made hot and the gasolene poured into it, so that it would vaporize more quickly; a lighted cigarette was then smoked into it, as in case No. 3, but failed to cause ignition.
- 6. Two vessels were placed eighteen inches apart, with gasolene in each, so that the affinity of the vapor of the gasolene from one vessel to the other would meet; a lighted eigarette was then smoked between the two and at the likeliest part where the gasolene vapors would meet, but still no ignition occurred.
- 7. Gasolene was forced under pressure through a fine hole, so as to spray the gasolene, and a cigarette smoked in the spray, but still no ignition followed.
- S. An explosive mixture was then made up in a vessel, and a cigarette smoked around and inside. No result; but a light dropped in caused an explosion.

Each of the above experiments was tried a great number of times, and it was impossible to light the gasolene by the fire or sparks from a cigarette.

The vapors of gasolene, being heavier than the atmosphere, never rise, but fall and run along the ground or surface on which it has been spilled.

"How to Drive a Motocycle." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***



It's dead easy to "Keep in Front" if you handle

Bicycles.

Don't dissipate your reputation and push upon unknown wheels, job goods, and the like, But concentrate upon a line "built for aye."

EVERYTHING YOU WANT IN BICYCLES IS IN THE MONARCH 1903 LINE OF 25 MODELS.

More new features this year than in any since introduction of safety.

MONEY AND PRESTIGE IN THIS AGENCY.

WRITE AT ONCE.

READY FOR BUSINESS.

\$25.00

to

\$80.00

1903 Twenty-fourth Season. BICYCLES

NOTED FOR THEIR MARVELOUS STRENGTH AND EASE OF PROPULSION.

The new line of Rambler models, twenty-one in number, bear all of the old "ear marks" that have made them famous. Each model is stylish in appearance, well built, and will sustain the Rambler's enviable reputation as

Reliable and always ready for business.

A FEW OF THE LATEST IMPROVEMENTS ARE

New Two Speed Chainless, New Spring Frame, New Spring Fork, New Frame Lines, New Motor Cycle, New Swell Special Handle Bar, New "Boulevardier" a light weight, high powered, speedy machine.

New Women's Light Roadster, stylish, graceful, beautiful in design.

New everything that is up-to-date in bicycle construction.

WATCH FOR THE MAN WITH THE "RAMBLER GRIP."

Rambler agents are loyal because there is not a lame place in the Rambler anywhere, and the price is right. They sell the easiest, stay sold, and give no trouble.

An agency is therefore valuable. Write for catalogue and our proposition.

Travelers out.

Cet Catalogue.

-1903 LINE COMPRISES-

2 Special Chainless 2 Chainless

2 Cushion Frame Chalnless

1 Boulevardier

2 Cushion Frame Chains

2 Light Roadsters

2 \$35 Roadsters

2 \$25 Roadsters

6 Juveniles

2 Tandems

1 Motor-Cycle

and NEW CREATIONS to wit:

Two-speed gear. Novel and strong spring crown fork. Three new bicycles (Boulevardier, Women's Unparalleled Light Roadster, and chainless); New Juvenile Line. Also twenty-one separate and distinct improvements or talking points.

Strong Agency.

Write for terms.

A FORECAST of 1903



25 DIFFERENT MODELS.

SOME OF THE NEW FEATURES:

New Additional Models, New Frame Lines, New Two Piece Cranks, New Chain Adjusters, New Bearings, New Tapered Handle Bars, New Detachable Grips, New Name Plate, New Chain, New Hubs, New Rear Fork Stays, New Rim Finishes, New Pedals, New Two Speed Gear, New Fork Crown, New Spring Front Fork, New Sprockets, New Spring Frame.

At prices ranging from \$85.00 to \$18.00.

Booklet telling all about them free for the asking.

AMERICAN CYCLE MFC. CO., Western Sales Dept.,

Wells, Schiller and Siegel Streets,

CHICAGO, ILLINOIS.

"SMOOTH ROAD" BREAKAGE

Accidents of the Sort not Always Fanciful —How one of Them Happened.

The rider who goes to a dealer with a bicycle all battered and broken, the front forks bent back and the spokes of the front wheel twisted, and insists that he has not had any accident or collision, but that the wheel "just went that way" while he was riding slowly over a smooth road, is a familiar character with tradesmen. A New York retailer, however, says that he has learned through a recent experience of his own that it is possible for a person to tell such a story and be honest.

"The trouble is," says this man, "that riders have no idea of the tremendous strain they sometimes put upon a wheel unconsclously. When you turn around in a little sand and think nothing of it, the racking of the machine is immense. With that front wheel sidewise the leverage upon it is enormous. I had a wheel collapse and throw me about a week ago when I was on asphalt and had not struck a thing. It was very mysterious to me for a while, but I thought it out and corroborated my idea. I was going along at night at about ten or twelve miles an hour. I bounced over some car tracks and rough paving blocks at a crossing, and had just struck the asphalt again when my front wheel seemed to stop short as if the bearings had jammed or some one had thrust a cane between the spokes. Of course, the rear wheel came up in the air and 1 sailed over the handle bars in as pretty a 'header' as ever was made from an old high wheel. When I got over, being stunned, I began to be puzzled as to the cause of it all. I found that the front wheel had eight broken spokes and was twisted out of line so that it jammed against one of the forks. The forks also were sprung. I could not understand it, for it was a good machine, nearly new and had been all right when I started out.

"Finally I wondered if I had wrenched it crossing the tracks. I went to the place and found the stones in a condition that I think . was criminal. There were crevices between the blocks big enough for a wagon wheel to settle into. I remembered then that 1 had wrigg! in and out of them somewhat in crossing I had gone over so quickly, though, that it seemed trivial. I found, however, a slight scrape on the tire and rim that satisfied me that I had solved the puzzle. For a wheel going at twelve miles an hour to settle into a crack of this kind and be wrenched out it means a terrible twist. But it bad all been within a fraction of a second, and I was not conscious of any particular wrench, and that was the trouble. I can imagine how the same thing may happen to others on the road, and if they did not figure it out as I did they would

go to a dealer In a howling state of indignation at having been sold such a poor machine, and the dealer thinks them the worst liars that he ever met with. I think differently now. There may be some of them honest, but the fact that they do not understand how they twist a wheel and snap spokes does not make them any the less obliged to pay for the damage. One thing I do think, the highway commissioners should be personally liable for accidents at such a crossing as the one that caused my mishap."

Brownlow's Bill Gaining Strength.

Congressman Brownlow's \$20,000,000 good roads bill, which makes for much mooted and highly desirable Federal aid in road building, appears to gather strength with the days, and if proper pressure on the



HON. W. T. BROWNLOW, of Tennessee.

members of Congress generally is brought to bear there is a fair chance of its passage. The government's extention of the rural delivery system and its recent appropriations for highway construction in Porto Rico and the Philippines are precedents that add force to the Brownlow movement.

"What members of Congress want," writes a Washington correspondent, "is an expression from their constituency showing what is desired in the several districts. There are many rural districts that have no great rivers or great harbors or great cities which entitle them to public buildings, but there is no district but that has many miles of public roads that need to be permanently improved. Let the people ask for it and they will receive the assistance which they desire and deserve.

"It is a remarkable fact that the United States Government has already appropriated a million dollars to Porto Rico for road building and another million to the Philippine Islands, and the Secretary of War has just made an appeal to Congress through the President of the United States, who strongly indorses that appeal, to have \$3,000,000 appropriated for the use of the Philippine Government.

HURLEY PROBABLY SAFE

Chairman Batchelder Believes he Never Took Money—Paced Circuit in Favor.

Chairman A. G. Batchelder of the Board of Control of the N. C. A. returned to his New York offices yesterday, after an absence of two weeks—a vacation that was sadly interrupted by the death of a brother.

Concerning the Hurley affair, Mr. Batchelder said: "I have but just received the notice from the A. A. U. of the suspension of Hurley, and know but little of the merits of the case. If Hurley is disqualified by the A. A. U. the N. C. A. will have to recognize the action. As to his being made a professional, I understand that the main charge against him is having played with unregistered teams. If he played against professionals I do not believe he ever accepted money. What I know of him makes this incredible. When a man has played with or against professionals and has not himself taken money, the custom has been to reinstate him to amateur standing after a suspension. However, I cannot say with authority what may be done until I learn more about the matter."

With regard to the plan for a paced circuit against which there has been some remonstrance, Chairman Batchelder said the letters he has now show a majority of the track owners and riders to be in favor of the scheme outlined, single, 14 horse power pacing machines, 16 inches wide and all. The plan will probably be adopted on February 2, the day before the annual meeting of the N. C. A.

Miller now Metropole's President.

At the annual meeting of the Metropole Cycling Club of this city on Thursday last the following officers were elected: President, Charles E. Miller; vice president, George C. Wheeler; secretary, L. C. Boardman; treasurer, S. W. Merrihew; captain, Will R. Pitman; executive committeemen: R. G. Betts, E. J. Willis, A. N. Jervis. At the same meeting the club, which last year conducted the Boston-New York motor bicycle endurance contest, invited the New York Motor Cycle Club to share in the management of this year's event.

Willis is Re-elected.

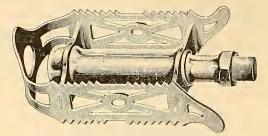
The New York Motor Cycle Club has elected the following officers for the ensuing year: President, E. J. Willis; vice-president, E. Lincoln Ferguson; secretary, Dr. F. A. Roy; treasurer, Henry Glade; captain, Roland Douglass; lieutenant, David D. Miller; governors, Hugo Bendix, Will R. Pitman and R. G. Betts. Although the club has been in existence less than a year, it numbers more than sixty members.

"The Bicycling World's anniversary number was nothing short of magnificent."—J. J. Kelliher, Salem, Mass.

Now is the time to Turn over a New Leaf

IF YOU'RE IN THE HABIT OF USING ANYTHING BUT







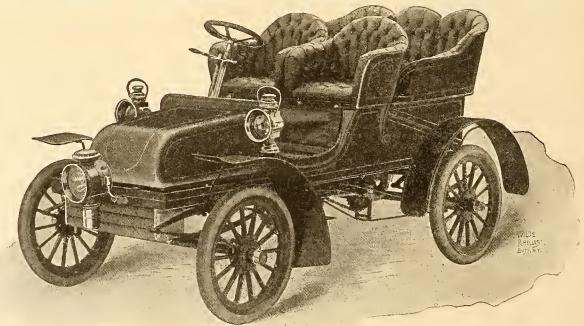
THE GENESEE.

Wishing you Compliments of the Season.

JOHN R. KEIM,

BUFFALO, N. Y., U. S. A.

THOMAS TONNEAU MODEL 17 FOR 1903.



Price, 1,250.00.

Embodies all the best features usually found on the most expensive foreign and American cars. The Quality and construction of this new model is unsurpassed regardless of price or manufacture. This machine stands in a class alone and in order to be fully appreciated must be seen. Model 17 speeds up to 25 miles an hour and will without difficulty climb 30 per cent, grades. It is especially constructed to meet the most rigid requirements of families, business and professional men.

AGENTS:—We have a liberal proposition to offer and it will be necessary to order early as territory is rapidly being taken up. Will exhibit at the New York and Chicago Shows.

E. R. THOMAS MOTOR CO., (Buffalo Automobile and Auto-Bi Co.,) Buffalo, N. Y.

Branches:-New York, E. J. Edmond, 52 West 43d St. Boston, Mass., C. S Henshaw, 145 Columbus Ave.

COURTESY AS AN ASSET

How Customers are Made or Driven Away— What Salesmen Must Endure.

The purpose of publicity—of making things known—is to direct the public to a store, or to an article or to services that are worth the public patronage.

This statement, of course, refers wholly to business that is not concocted for fraudulent ends, but which is helpful and legitimate. But it is a singular fact, says Printer's Ink, that there are business firms who pay and tolerate employes, whose coarse manners or sulleu replies to questions asked by patrons who are drawn by advertising, drive away the very best customers that advertising can produce.

There are very few people who trade much who do not, now and then, meet with a clerk, or, perhaps, a partner in a firm, whose boorish mauners and coarse treatment of them suppresses their custom. The head of the establishment may not know at once that what his advertising had produced for him is nullified by the customers' rough reception at the store-for the abused customer suddenly retreats, and presents no complaint. It may be that customers of a certain kind are annoying, or even exasperating in their whims and ways; but, they have money, and should be humored to the extreme end of their inclination. You can tell them not to hurry in their purchases; to take ample time, to come again the next day or the next week. In fact, anything can be said that assures them that you have not advertised them into the store to do them a wrong, or to take their money without a fair or an attractive return.

To sell things is an art, and, in some cases, a stroke of genius as great in its way as that of the artist in words or in colors. Let the customer get wrathy and abusive if he will; let him say what his temper prompts, but listen to him just the same. The business the advertising seller has in hand is to sell-not to quarrel, and to remember that a soft answer turneth away wrath. The most highly organized businesses, such as the banks and insurance companies, are almost always notable examples of the exercise of politeness in business affairs. An employe in one of these mstitutious whose politeness and urbanity were in any way at fault would soon receive a polite hint that his services were not much longer desired-so necessary is it that the patrons of these institutions shall be assured of pleasant experiences in visiting them.

Almost any one who has lived to maturity can point out or remember country or city stores where the merchant and his clerks were models of politeness. People patronized them because it was a pleasure as well as a necessity. They were sure of

having every possible attention—of having special favors even—and of having any purchase that they made—which was not finally satisfactory—either cancelled or in some way made right. The truth is that business of all sorts is made successful largely by the way in which it is presented.

The nations of the world do their business with other nations by diplomacy and their success in it comes from the urbanity and skill of the diplomats. A gruff and rough personality would never be selected to a ministerial office or to an ambassadorship, nor should he be to a business office where he comes in contact with its patrons. A clerk behind the counter may not be able to initiate large transactions; he may not have great brain power; and he may be oue of Abraham Lincoln's so-called "common folks" whom the Lord must like, because he



NEW YORK BRANCH! 214-216 WEST 47TH STREET.

made so many of them, but—whatever he is—he must possess savoir faire, he must know either by instinct or instruction that the people he has to deal with must be pleased and must exemplify the fact (whether he realizes it or not) that politeness is a very imp rtant business asset.

February a Catalog Month.

"Things are very quiet at present, but with the appearance of next month we will see a decided change for the better," remarked a metropolitan dealer to the Bicycling Workl man the other day.

"Yes, I know that February is early and business does not really begin before March," he went on. "But the coming of February seems to start people to thinking of bicycles. They begin to come into the store to ask for catalogues and look at the new models, and even to get prices on their repair work. The approach of spring is seen to be near at hand, no matter how inclement the weather may be. The first fine day in particular starts them flocking.

AN EXPERT'S DIAGNOSIS

He Pronounces, "Case of Broken Wristpin;" but his Piston Needed Oil.

When the motor ceases to mote and the rider dismounts to investigate is the time when his experience and his judgment are tested. It is not easy to tell "was ist los" if the rider is a beginner or the machine he has is one with which he is not familiar, but a man who has had a couple of years' experience with the same style of engine, and has risen to the dignity of being the chier official of a motor bicycle club, should not "fall down" in the diagnosis of a "sick" motor. At least, so thinks George Fisher, of the Alpha Motor Cycle Club, who tells the following as a good story on the experienced official to whom reference has been made:

Fisher lent his Orient to a friend, a man who owns two motor bicycles, but not an Orieut. After going about thirty miles the borrowed motor quit and the rider could not discover what the trouble was. The club official referred to came along and took the balky machine in tow, Before the pair had travelled far the towing bicycle went on strike, and both of them were ruu into a convenient hotel shed, where the clubman diagnosed the trouble with his machine as a case of "broken wristpin." The machines were left at the hotel.

The day following Fisher went after his bicycle. He says he found no trouble at all in making it go. It was evident that there was nothing the matter with it, because he towed home the machine of the club official, as he had been requested to do. At home he took a notion to examine the machine with the "broken wristpin." He found the wristpin intact, but the piston was stuck in the cylinder for want of oil.

That is all of this yarn, except to add that Fisher did not narrate it in order to reveal his own cleverness.

Says Cycling Affects Women's Feet.

An anonymous Westerner, who does not explain how he acquired the information, writes a letter complaining that bicycle riding is making American women pigeontoed, It may be that he never observed any women who toed in before cycling was popular, and has just begun the habit of watching women's feet, His croak is couched like that of the everyday bicycle hater. Women should turn their toes in slightly when pedalling on a wheel, but the fact is that few of them do it. If all acquired the habit while riding it does not follow that they would walk pigeontoed, nor sit with their heels turned out, but rather the flexibility of the muscles which turn the feet inward and outward acquired through riding would be likely to correct such a tendency while walking. Physicians have been known to say that they can tell women who ride the moment they see them walking on the street because of their superior carriage.

VAGARIES OF DESIGN

The Present Uniformity was Preceded by a Wide Diversity—Some Illustration.

"When you think of the uniformity of pattern that prevails now, and contrast it with the wide range of design in the past, it is sometimes hard to understand just how the great change came about," remarked a veteran dealer to the Bicycling World man.

"It is doubtful whether there was any possible type or design that was not tried by some one sooner or later. To illustrate my meaning, I'll take the crank and the lever battle that raged so fiercely in the eighties, and with it the controversy over the sizes and position of wheels—whether it should be big wheel front and little wheel rear, or vise versa. The two were closely connected—more closely than most people believe.

"The Star bicycle was the great exponent of the lever principle, although neither the first nor the only machine using a lever. In the Star the little wheel front was inseparably linked, thus making it the furthest possible removed from the ordinary or high wheel. But just as there was afterward brought out a crank driven machine with a little wheel in front—the Eagle—so there was also a lever machine which had the big wheel in front, and, except for the levers, was exactly like the ordinary. At the same time the levers were almost replicas of those on the Star. This was the King bicycle, now almost completely forgotten. The Springfield Roadster, on the other hand, had levers that were not markedly different from cranks, and actuated by quite another mechanism. Thus we have three distinct types of lever driven machines and only one of them with the little wheel in front.

"In addition to these there were a number of hybreds—machines that were a cross between the lever and the crank. There was the Facile, which, when you come to think of it, was really almost an out and out lever machine. Then there was the Extraordinary Challenge, a British idea, designed to rob the high wheel of its terrors as a header producing machine. The American Challenge Safety was more of a mixture than any of them, it being a sort of safety with a propelling mechanism that was a little nearer the lever type than anything else.

"It took nearly ten years for the safety to reach finality—the present diamond frame. In that time hundreds of designs were produced, tested and found wanting, and all the time each maker thought his machine was the best.

"The battle of big wheel front against little wheel in front was fought over in miniature. There was the Rambler, with 26-inch front wheel and 30 or 32 inch rear, pitted against the Colnmbia, with 32-inch front and 30-inch rear. Between them came the Victure with equal sized wheels. The latter proved the winning combination, but it took years before its superiority was acknowledged.

"The original Rover had a frame that bore some resemblance to the later diamond frame. But when other makers began to build safeties it did not look as if the Rover frame had much chance of winning out. There were cross frames of a hundred different kinds, and almost as many more that were neither one thing nor the other. Before the designers got through with it there were even circular frames, which, of course, went into the scrap heap in short order.

"And when everybody finally came around to the diamond frame wonder was expressed that it had not been adopted before, so simple and sightly and strong was it."

Resolutions for 1903.

Resolved to find the very green-Est youth upon the earth To whom I'll sell my old machine For more than twice its worth.

Resolved—Invent some big surprise And oil my new machine, And simply revolutionize (A good word that) the Trade.

Resolved—Upon the path to ride To beat all cycles made, Resolved—To run if I am spied By "air a polisman."

Resolved—Most carefully to dnst As often as I can And keep away all chance of rust By means of vaseline.

Resolved—Most steadily to train
And win the champion cup,
Unless there's too much wind or rain
Or something else turns up.

Resolved—No betting on a race— The cycling cause it hurts. Resolved—To waive this rule in case I'm tipped some "blooming certs."

Resolved—To use no needless swear, On chaff to waste no breath, But save up all my powers to scare The roadway swiue to death.

Resolved—The pathway pig to kill— That arrogant young elf— Unless, of course, I chance to fill The role of "pig" myself.

Resolved—No tandem rides for me
With maiden dark or fair,
Unless I'm quite convinced that she
Is fit to do her share,
—(Irish Cyclist,

Corson's Ambitious "Relay Tour."

The enthusiastic E. H. Corson, of Boston, is now occupying himself with what he styles a "relay motocycle tour"—a trip from Boston to St. Louis and back again, which he plans to make during August next. He at least expects to make the entire journey, and figures that relays of motocyclists all along the route will come out to meet him and ride at least some distance with him. and thus leave a trail of motocycle interest behind them. Corson states that he has already met with sufficient encouragement to make him believe that the tour is perfectly feasible despite its ambitiousness.

FOR UP-HILL WORK

How a Two-Speed Pedaling tiear may be Made of Service to Motocyclists.

With the increase in the popularity of motor bicycles, the necessity of a two-speed gear becomes more and more apparent. The peculiar conditions under which a bicycle motor works render a variable speed gear or some similar means of assisting the engine uphill of great value. With but one system of gearing, designed to develop fair speed on level roads, it is out of the question to expect the bicycle motor to climb other than moderate grades.

The motor tricycle, which was the first successful form of motor vehicle, was never entirely satisfactory until it was fitted with a two-speed gear. With motor cars it has been found impracticable to drive even a light one satisfactorily unless it has a twospeed gear, and it is found necessary to employ three and even four variations on the larger cars. The reason for this is that the small internal combustion engine must run at very high speed in order to develop a maximum of power, and it naturally follows that when climbing a hill, the pace being necessarily slow, the engine develops a minimum of power at the very time when its full quota is required to overcome the grade. If a variable transmission gear is employed which will allow the engine to run at high speed, while the driving wheel or wheels revolve slowly, quite difficult grades can be negotiated.

There are difficulties, however, to be reckoned with in the adaptation of a two-speed
gear to motor bicycles. Chief among these
may be considered the danger of overheating the motor, as in climbing a long hill on
a low gear the engine's impulses would be
so rapid, and the pace so slow, that the
motor would become dangerously hot. In
the case of motor cars such excessive heat
is counteracted by the use of a water
jacket, but the air-cooled engine of the
motor bicycle must depend upon its correspondingly rapid passage through the cooling air to keep it cool when it is running at
high speed.

A very feasible alternative suggested is the adoption of a two-speed pedalling gear and leave the engine as it is, geared by direct transmission to the road wheel, so that the rider can conveniently and comfortably assist the motor to climb hills at fair speed. This would also afford means for more comfortably pedalling the machine in the event of a mishap to the motor. Ordinarily, due to the amount of power required to start the motor, the pedal gearing of nearly all motor bicycles is necessarily very low. With a two-speed pedal gearing the rider could help the motor uphill without the excessively fast leg motion necessitated with the usual low gear.

To Help Sell Motor Bicycles.

Editor The Bicycling World: We take pleasure in replying, or, in other words, presenting our ideas, regarding the article "To Help Sell Motor Bicycles," published on page 406, current number of Bicycling World. The writer's views coincide with the views expressed in this article, i. e., what is needed greatest is time payments, in order to enable the ordinary citizen to purchase a motocycle. The majority of articles used by the general public to-day are purchasable upon the instalment plan.

There is one method of selling motocycles on the instalment plan that is without doubt feasible—that is, to take a payment on delivery, notes for the balance with good indorsements that would be bankable paper. This, of course, would be a cash transaction practically.

It is, however, hardly possible at the present time for a retail bicycle dealer or motocycle dealer, uuless he has a large capitat, to do an instalment motocycle business. The profit in motocycles is not large enough, considering the risk and expense of conducting an instalment business, to pay a dealer to handle motocycles on this basis, The dealer, to handle motocycles, must invest considerable money even if he handles but one make. He must ride a motocycle himself; this is an absolute necessity, and it is just as necessary to have his brightest repair man ride one; the dealer is physically unable to operate his business and still do motocycle repairing. The man who does motocycle repairing should be a motocycle rider in order to thoroughly understand the machine. There must be one sample on the floor, and a floor with only one machine presents a very sorry appearance, especially in a large town. The writer has also found it a good policy to have an extra sample on the floor in order to steal a part from it occasionally. The majority of motocycle manufacturers are extremely slow in supplying parts and repairs, and the dealer who is in a position to steal a part from a sample to accommodate a customer has a large advantage over the dealer who forces his customers to wait from one to five weeks for parts. We have been compelled to wait on more than one occasion fully five weeks for a small part, therefore speak from experience.

The writer, who operates a retail store in conjunction with a motocycle jobbing business, has the agency for three different makes in St. Louis. He makes it a practice to ride personally a machine of each make the sells, so he may become thoroughly acquainted with each and every machine. If a rider complains that his belt slips or his machine will not climb a hill, or has any other complaint, the dealer must be able to straighten him out. If the dealer is a rider it usually takes a few minutes; if he is not a rider it frequently takes a few weeks, and perhaps he never gets straightened out.

All this, of course, means an investment of considerable capital, especially when the

dealer must carry a stock of spark plugs, lubricating oil, caps and other accessories, and now, if the dealer must add to this the burden of instalments, there appears to be only one solution, and that is to secure control of a national bank. (—Harry R. Geer.

[Mr. Geer missed the point of the editorial to which he refers. What was suggested was the "club plan" of instalments; that is, the making up of a party of twenty-five, fifty or one hundred prospective purchasers, who each agree to pay \$2, \$3, \$5 or \$10 per week, and who in turn would secure their motor bicycles each week (or oftener) by lot, each member of the "club" or party binding himself to continue the weekly payments until he had paid the list price of his bicycle. The dealer is thus assured of his money as each bicycle is delivered. It is a plan that would seem particularly desirable during the winter months,—Editor.]

Takes Issue With Corson.

Editor The Bicycling World:

In an article in your issue of December 25 I note the remarks of E. H. Corson regarding the motor cycle business.

Were I disinterested, or rather did I not know the business, I should judge by the tenor of the article that the motor cycle industry was and is certainly in a very poor state in this country. Like Mr. Corson, I have ridden many miles and met many kinds of agents—good, bad and indifferent—but I always kept in mind that "Rome was not built in a day," that this industry is decidedly in its infancy, that manufacturers should not be censured too severely for not doing what they can learn only by experience.

I heartily agree that enough light has not been shed by the manufacturers, but to the agent who is really desirous of acquainting himself with the gasolene motor there are many ways open. There are good books on the subject especially written to instruct the beginner, and hardly an issue of some of the trade papers but that contains an article of some sort or another that would be of value to him.

I can only cite the first experience I had with a motor cycle, and I dare say it was before motor cycles were seriously thought of in this country. It was an old Benz motor cycle made in 1896, and I learned to ride it that fall. Before trying it, I carefully studied the principles of a gasolene motor, and in a short time learned the functions of each lever, and I assure you they were many; after this the rest was easy, and I cannot too severely censure the socalled motor cycle dealer who cannot, or rather does not attempt to, fathom the imagined mysteries of his motor. If he did so he would readily see how little mystery there is, and perhaps appreciate how really simple it is.

What the dealer needs is instruction, and he cannot get too much of it, and if he is really progressive and alive he will get this instruction, either by reading or by practice. This summer I took a trip through (or more properly around) Long Island, and was simply astonished at the knowledge and skill the dealers exhibited. Most of them are really live, progressive men, and were imbued with unbounded faith in the future of motor cycles and automobiles, and wanted to learn. To reach this end several of them had built their own motor bicycles, which really were meritorious models and would compare favorably with any on the market. Others had studied and read trade papers and books, and altogether I never met a body of men more intelligent and more alert and ready to learn.

I do not think sadly of the motor cycle industry even at present. I only let my memory roll back to the early days of the bicycle and think of the trials and tribulations suffered by the martyr of those days, and see nothing but a grand future ahead. Verily, I agree with the patriot Patrick Henry: "I have no way of judging the future but by the past."—F. E. Moskovics, New York.

Anniversary Number Enthused hlm.

Editor The Bicycling World: Inclosed please find \$1 for which please send a copy of the twenty-fifth anniversary number of the Bicycling World to the addresses inclosed. I trust you will have a stock of this issue on hand for some time to come, and every time I see a wheelman I shall try to get him to give me a quarter and have you forward him a copy. Every one who has seen this paper should urge his friends to procure one, not only because it is so highly interesting, but also because it is the duty of every wheelman to know the history of the grand pioneer of cycling; also because it will make a wheelman more enthusiastic, -Geo. Lang, Jr., St. Louis, Mo.

It Stirred Whiteside's Memories.

Editor The Bicycling world: Your twenty-fifth anniversary issue has been received, and, while we live in the present, he is a poor man indeed who has no sweet memories of the past; and who are richer in past memories than we wheelmen of America? The number is a great pleasure to me, as it carries me back to those memories. I hope your paper will still be here twenty-five years hence, and that you will then be able to write of the motor cyclists' past as you have written of the cyclists' past.—Samnel M. Whiteside, Savannah, Ga.

Wheeler's Idea of Changeable Gears.

Editor The Bicycling World: I agree as to the desirability of a three-speed variable gear over a two-speed. Only, if one is ever made not too complicated and unreliable, I should wish a great range, say about 60-inch for steepest hills and gales of wind, 112-inch for average good roads, and 140 to 160 inch for long down grades or good roads with wind behind one, or on level boulevards,—Harry H. Wheeler, Pomona, Cal.

YOU ALL KNOW

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PERSONS



IS

BEST.

If you claim your bicycle to be high grade, why try to deceive yourself or your patrons by using an inferior saddle?

PERSONS MFG. CO.,

C. A. PERSONS, President

WORCESTER, MASS.

The Week's Patents.

717,576. Bicycle gearing, Carl Holst, Brooklyn, N. Y. Filed Aug. 3, 1901. Serial No. 70,807. (No model.)

Claim.—1. In a supplemental gear for bicycles, the combination with the bracket, of the crankshaft journaled therein and having a square outer end, the compound gear loosely mounted upon the said shaft, a sprocket loose upon the rear axle and having a gear integral therewith, a gear fast upon the rear axle, a disk fast upon the rear axle and having a clutch-pin adapted to engage the sprocket for the purpose of rigidly connecting the disk and sprocket, and a latch adapted to engage the square end of the crankshaft for the purpose of locking the same in position, substantially as shown and described.

717,662. Attachment for cycles for use as a handrest or parcel carrier. Thomas R. Ellison, Wellington, New Zealand. Filed Aug. 11, 1902. Serial No. 119,320. (No model.)

Claim.—In a device of the type set forth, the combination with the handlebar of a bicycle, of a pair of bowed springs each having one of its ends bent upon itself to form a loop and engaging the handlebar of the bicycle, bolts passing through the said loops for clamping the springs in position, and a rest secured to the opposite ends of the said springs, substantially as described.

717,827. Spring tire for vehicle wheels. William T. G. Ellis, Glasgow, Scotland, assignor to Thomas Alexander Jebb, Glasgow, Scotland. Filed Dec. 5, 1901. Serial No. 84,800. (No model.)

Claim 1. The zigzag wire springs formed with deep lateral indentations and projecting edges for attachment to the rim of the wheel; in combination with a suitable cover in which said springs are inclosed and a wheel rim formed with peripheral flanges and channels into which the projecting edges of the springs are sprung, substantially as described.

717,900. Bicycle brake. Franklin P. Mc-Elfresh. Jackson, Iowa. Filed June 5, 1902. Serial No. 110,365. (No model.)

Claim.—In a bicycle brake, spaced bars coupled to the frame of a bicycle, a leverarm pivotally supported by said bars, spaced brackets carried by said lever-arm on one side of its fulcrum and disposed at right angles to said lever, a friction roller yieldably mounted in said brackets, an operating lever pivotally connected with said spaced bars, a rod connecting said operating lever to sad lever-arm on the other sde of ts fulcrum, and a spring connected with said operating lever and the spaced bars for normally holding the roller-carrying end of said lever-arm out of contact with the wheel of the bicycle.

Uses No Teeth on One Sprocket.

In considering the application of chain gearing to motor bicycles some designers have found themselves on the horns of a dilemma. Either a very large sprocket wheel must be fixed to the road wheel or the speed reduction must be effected in two steps. Believing that there is really no need to have sprocket teeth on the driven wheel where direct driving is employed, an Englishman is using a large grooved pulley, such as is employed in belt driving, but lined with leather, vulcanised fibre, or some such material, which he claims gives quite an efficient grip in a very simple manner, and at a very small constructional expense.

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The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVI.

New York, U. S. A., Thursday, January 22, 1903.

No. 17

READ-POPE REORGANIZATION

Plan now Effective and First Assessment Called for—Coleman Ready to Come Down?

It now seems pretty well settled that there will be no further opposition to the Read-Pope plan of reorganization of the American Bicycle Co., which has been formally declared effective.

The call has been issued for payment of the first assessment on the stock, which is due on Monday next, 26th inst., which also is the last date on which stock may be deposited with the reorganization committee under the original agreement. Thereafter it will be accepted subject only to such conditions as the committee may impose.

The most interesting and significant report of the week is that R. L. Coleman, the chief obstructionist and organizer of the opposition to the reorganization plan has seen a great white light, and in consequence will deposit his stock on or before the date set for the imposition of special conditions. While the report lacks verification, it is not lacking the color of truth.

Brandt Retires; Parker Succeeds.

After a dozen years of able service to the Hartford Rubber Works Company, E. H. Brandt, the present manager of both New York branches, the one on Chambers street and that on Fifty-seventh street, severs his connection with the company on Tuesday next. He has resigned to become the manager of the United States Fastener Co., which by purchase and consolidation now controls nearly all the patents on the various fasteners and buttons used for gloves, pocketbooks, shoes, etc. In his new position Mr. Brandt's headquarters will be on Broome street, New York City.

When the present rubber works was acquired by purchase by Colonel Pope, in 1891, and L. D. Parker placed at the head of it, Mr. Brandt was the first one to be employed by Mr. Parker, and he is now the one who has been longest with the company. For a time he was employed in the office, then as a salesman on the road, and subsequently

he opened the first branch establishment, that at Chambers street, New York, France.

Brandt's successor will be Robert B. Parker, who comes from the Hartford factory with a knowledge of tires and a temperament and ability that will hold old friends and make new ones.

Pennsylvania Wins Pinched-End Suit.

The long pending and hard fought patent suit of Morgan & Wright vs. the Pennsylvania Rubber Co. was this week decided in favor of the defendants. The case was tried in the United States Circuit Court for the Western District of Pennsylvania, and involved the pinched-end type of inner tube.

Higher Price not Affecting Demand.

Harry Walberg, manager of the Miami Cycle and Mfg. Co., who was in New York on Saturday last, states that orders already in hand for Racycles exceed by more than 2,000 the orders of the corresponding period of last year, which at that was a pretty good Racycle period. These figures in themselves indicate that the slight advance in price is in no wise affecting the demand.

Jobbers in Session.

The executive committee of the National Cycle Trade Association held a meeting yesterday in the Hotel Gregorian, this city. Passing on the list of those jobbers eligible to membership and planning the programme for the general meeting in Chicago next month occupied most of their time and attention

Marsh's Prices Causes Comment.

The price of the 1993 Marsh motor bicycle—\$125—which made its appearance this week, has caused a general knitting of brows. The machine is of 3 horse power and differs radically from the previous model

Webster Dead of Pneumonia.

George W. Webster, president of the Chicago Handle Bar Co., died of pneumonia at Los Angeles, Cal., on the 10th inst. His illness was of short duration, and its fatal termination wholly unexpected.

COASTING EXTRAORDIMARY

Remarkable Ride Showing What Coaster-Brake has Made Possible.

Despite the fairly general use of coaster brakes during the last two years and the many assertions made regarding the saving of pedaling energy which follows its use, exact or authenticated records bearing on the subject are extremely rare. The most notable is the performance of Teddy Edwards, who rode from New York to Buffalo and return, some 995 miles, of which he coasted 210 miles, or a little more than one-fifth of the distance.

From California, however, come reports of a performance that quite overshadows not only Edwards's record, but all others that have ever come to light—a record of having coasted 65.2 miles out of an even 100 miles, or nearly two-thirds of the distance.

The accomplishment was made by that enthusiastic soul, Henry H. Wheeler, of Pomona, on the 13th inst. Riding a Racycle fitted with a Cinch coaster brake, he undertook to establish a 100-mile coasting record, and did so by pedaling but 34.8 miles of the total distance, which he completed in eleven hours. He estimates that had he taken the full limit for century runs, fourteen hours, recognized by the century organizations, he could easily have coasted ten miles more.

The course was fifty miles out and return, the fairest sort of course for such a performance, since all grades coasted in one direction must be climbed in going the other way. There was little wind to either help or hinder the rider, and while details of the means of measuring the distance coasted are lacking. Wheeler's reputation for exactness makes reasonably certain that information on the point will bear out the performance.

Ithica Jobbers Incorporate.

The jobbing firm of Treman, King & Co., Ithaca, N. Y., has been incorporated, with a capital of \$100,000. Directors; R. H. Treman, C. E. Treman and M. T. Banks, Ithaca,

Heath Goes to Buffalo.

S. F. Heath, former sales manager of the Wisconsin Wheel Works, has engaged with the E. R. Thomas Motor Co.; he will fill a similar position in the Buffalo concern,

DETAILS OF TWO-SPEED

How the new (jear is Constructed and Just how it Operates.

Herewith is given the first complete description of the operating mechanism of the new two-speed device used on the 1903 Columbia chainless wheels.

The main principle of the device is that of a hub within a hub, each being driven from the gear end independent of the other. These two driving hubs consist of sleeves each with an independent bevel gear (A and B) attached to the driving end. These two gears (A and B) engage a pair of bevel gears (C and D) on the gear shaft, said shaft gears being locked together and firmly fixed to the gear shaft so that they move as one plece. The number of teeth upon the driv-

In this compact and simple mechanical contrivance are four valuable attachments to a chainless bicycle, viz.: A high gear, a low gear, a free-wheel coaster, a back-pedaling hub brake.

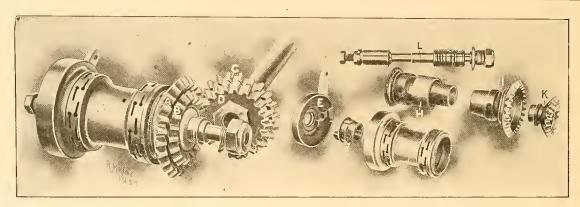
It is a great triumph that so much can be accomplished by an article so free from complications and easy of comprehension by the unmechanical. The durability of this two-speed gear is unlimited. Where necessary, the parts are protected by some very simple automatic relief motions which allow the parts to turn absolutely free from strain after they have performed their regular functions. There is no friction on the reversing parts except during the actual instant of the change. Furthermore, it is obvious that where the propulsion of a bicycle is divided between two different sets of gears which will be used alternately, the life of these parts must be increased. Also the strain on pedals, cranks, forward gears,

MOTOR BICYCLES ON SHOW

Dwarfed by big Automobiles but not Lacking in Interest-Those Exhibited.

Motor bicycles are cutting a figure in the automobile show which is in progress in Madison Square Garden this week; but a mighty small figure it is. The bicycles are few in number, they are widely scattered and thoroughly overshadowed by the big cars. Despite the fact, the bicycle agents and young men who are attending the show in great numbers are seeking out the motor bicycle, and the interest displayed and sales being made are distinctly encouraging.

The only exclusive exhibit is made by the Motor Cycle Mfg. Co., Brockton, Mass., who are showing two models of the 1903 Marsh. a wonderfully altered and improved machine which, if it bears out its looks, will



A, B, C, D-Driving shaft and hub gears.

- E-Brake bracket assembled.
- F-Brake shoe lever oscillator.
- G-Coaster hub barrel.

H-High speed gear sleeve with clutch controller and stationary cone assembled.

I-Low speed hub gear ou low speed gear

K-High speed hub gear.

L-Shaft with reversing mechanism, left adjusting cone nuts and washers.

ing gears (C and D) vary, within limits, to correspond to the number of teeth upon the companion hub-sleeve gears (A and B), thus forming, when assembled, two separate combinations of gearing.

When the rlder is coasting all four gears (A, B, C, D) are stationary, but when the rider is pedaling the same four gears are in motion. Only one of the sleeve gears, however (A or B), is connected with the hub barrel (G), the other traveling with it as an idler. If the outer sleeve bevel gear (A) is connected or clutched to the hub barrel (G), the low gear is at work; but if the inner sleeve bevel gear (B) is connected with the hub barrel (G), the high gear is in operation. This change of connection between the hub barrel (G) and one gear sleeve or the other is effected by a slight back pedal motion or kick which engages one clutch within the hub after releasing the other. These clutches are simple adaptations of ball clutches between the outer or inner sleeve and the hub barrel.

The coasting and brake devices are patterned after the A. B. C. hub brake, the modifications being slight to co-operate with the double gear mechanism.

gear shafts, and all the bearings involved, must necessarily be less, as when a rider climbs a grade he will naturally use the low gear, resulting in a great reduction of the racking and straining upon these parts.

Regas not Involved in Suit.

"If you would do me an everlasting favor," yesterday said J. Harry Sager, of the Regas Vehicle Co., Rochester, N. Y., who is in the city, "print the fact that the Hygienic Wheel Co. have brought no suit against our company and do not claim the Regas spring frame to be an infringement of their cushion frame patents. Because my name is Sager, ever since The Bicycling World made public that the Hygienic people had brought suit against the Sager Gear Co., who make the Double-Flexible frame, and with which I am not identified, I've been kept busy explaining that neither myself, the Regas frame nor the Regas Vehicle Co. are in any way involved in the litigation.

While the confusion of names has made things decidedly uncomfortable for me, added Sager, "I don't mind telling you that it has immensely increased my regard for The Bicycling World. Previously I had no idea how thoroughly it is read and followed by the trade."

prove a hig factor in the trade, its price, \$125, bordering on the sensational and causing a great conflict of opinion. The new Marsh is of 3 horse power.

The E. R. Thomas Motor Co., Buffalo, show a model of the new cushion frame Auto-Bi, which was pictured last week. It bears out the picture and is an alluring machine. The combined steel and leather belt, about which information was lacking, proves to be merely a bicycle chain covered with leather.

The new spring frame Merkel is staged by E. J. Willis, who also shows an Orient; the Waltham Mfg. Co. themselves also exhibit an Orient motor bicycle in connection with their cars.

The Indian appears in the booth of C. F. Splitdorf, being used, incidentally, to demonstrate Splitdorf spark coils. The Warwick Cycle and Automobile Co. show a chain-driver on Indian lines; no previous knowledge that the Warwick people would market motor bicycles had been given.

The most sensational machines on exhibition are the two and four cylinder Clement motor bicycles, which did not make their appearance until late in the week, having been brought from Paris and being shown in connection with the Clement motor out-

RULES OF ROAD REVISED

New York About to Enact Up-to-date Code— Speed 10 Mlies; Lamps on all Vehicles; Bells on all Rubber-Tired Ones.

It was the unexpected that happened on Monday, when a hearing on the traffic ordinance now before the New York Board of Aldermen took place at the City Hall. A brand new measure, strenuously supported by President Cantor of Mauhattan Borough, was submitted, and met with such instant and general favor that the compromise bill indorsed by the Automobile Club of America and the so-called Committee of Fifty was not even discussed; nor was the original Oatman bill, which also provided for a 10-mile speed.

The measure was drawn by William P. Eno of this city and presented by President Cantor. It is a model of its kind—compreheusive, fair and luminous. It makes substantial changes in the present traffic regulations.

Under its provisions non-passenger carrying vehicles are restricted to a speed of five miles per hour, horse drawn passenger vehicles to eight miles, and cycles, automobiles and street cars to ten miles. The carriage of lamps and bells is definitely regulated; all rubber tired vehicles shall carry bells, and all vehicles, without any exception, shall carry lights. The coaster brake on bicycles is for the first time recognized, although indirectly, the prohibition of coasting being held to apply only to coasting with the feet off the pedals.

In presenting the measure President Cantor commended it highly, and was followed by Railroad Commissioner Cole, Counsel Root of the Interurban Railroad, Secretary Pumpelly of the City Improvement Society and a number of women representing various societies.

No one appeared in opposition, and after hearing the other side Chairman Matthews of the Law Committee adjourned the meeting without taking action.

The measure is as follows:

Article 1. On Keeping to the Right, Stopping, Turning and Passing Vehicles Ahead Going in the Same Directiou.—Section 1. Vehicles shall keep to the right, and not only so when passing other vehicles going in the opposite direction, but always to the right, and as near the right hand curbstone as vehicles at a standstill or going at a slower rate of speed will permit, thus leaving room in the middle of the street for those going in the same direction at a greater speed to pass to the left.

Sec. 2. A vehicle overtaking another shall pass on the left side of the overtaken vehicle.

Sec. 3. A vehicle turning into another street to the right shall turn the corner as near the curb as practicable, and keep on to the right in the street into which it turns.

Sec. 4. In turning into another street to the left the vehicle shall turn around the centre of intersection of the two streets.

Sec. 5. A vehicle shall not stop at a left hand curbstone except on licensed hack and truck stands.

Sec. 6. A vehicle crossing from one side of the street to the other shall do so the street to the other shall do so [by turnthe street to the other shall do so by turn-

ing in a wide sweep and arrive on the opposite side with the head of the vehicle pointing in the direction opposite to which it was going. This is an explanation of a diagram on the bill].

Article II. On Signals.—Section 1. In slowing up or stopping a signal shall always be given to those behind by raising the whip or hand.

Sec. 2. In turning, while in motion, or in starting to turn from a standstill, a signal shall be give by raising the whip or hand, and twirling it in the direction in which the turn is to be made.

Sec. 3. Unless in an emergency, or to allow another vehicle, equestrian or pedestrian to cross their path, no vehicle or equestrian shall stop in any public street or highway of this city, except near the right hand curb thereof, and so as not to obstruct a crossing.

Article III. On Right of Way.—Section 1. On all the public streets or highways of the city all vehicles going in a northerly or southerly direction shall have the right of way over any vehicle going in an easterly or westerly direction.

Sec. 2. The officers and men of the Fire Department and Fire Patrol, with their fire apparatus of all kinds, when going to, on duty at, or returning from, a fire, and all ambulances, and the officers and men and vehicles of the Police Department, and all physicians who have a police permit (as hereinafter provided), shall have the right of way in any street, and through any procession, except over vehicles carrying the United States mail. The head of the Police Department is hereby empowered to issue, upon application therefor, a permit for such right of way to any duly registered physician, which permit shall not be transferrible.

Sec. 3. Subject to the preceding section of this article, surface cars, running on tracks laid in the streets especially for their use, shall have the right of way along such tracks, between cross streets, over all vehicles moving in the same direction at a less rate of speed than ten miles an hour; and the driver of any vehicle, proceeding upon the track in front of a surface car, shall turn out immediately upon signal by the motorman or driver of the car.

Sec. 4. Surface cars shall stop on the near side of the street to discharge or take on passengers.

Sec. 5. Surface cars shall come to a full stop before crossing certain streets, and a list of these streets shall be obtained by the car companies from the Police Department, and it shall notify the car companies of any additions to, or changes in, said list.

Sec. 6. No vehicle shall occupy the street for the purpose of loading or unloading, or for any purpose that will interfere with or interrupt the passage of cars, between the hours of 7 and 10 a. m., and 4 and 7 p. m.

Article IV. On Speed.—Section 1. Vehicles, whether loaded or unloaded, used for any other purpose than that of carrying passengers, shall not be driven at a greater speed rate than five miles an hour.

Sec. 2. Vehicles drawn by horses, and used for the purpose of carrying passengers and their personal luggage, shall not be driven at a greater speed rate than eight miles an hour.

Sec. 3. Bicycles, tricycles and quadricycles, automobiles and streetcars operated by power, used only for the purpose of carrying passengers and their personal luggage, shall not proceed at a greater speed rate than ten miles an hour.

Sec. 4. Vehicles and horsemen shall not cross any street or avenue running north and south, or make any turn, at a speed rate exceeding three miles an hour.

Sec. 5. Nothing in this article shall apply to the vehicles of the Fire, Fire Patrol and Police departments, ambulances, or traffic emergency repair wagons.

Article V. Stop Automobile on Signal.—Every person driving an automobile or motor vehicle shall, at request or signal by putting up the hand by a person or persons driving or riding a restive horse or horses, or driving domestic animals, cause the automobile to immediately stop, and to remain stationary so long as may be necessary to allow said horses or domestic animals to pass. This provision shall apply to automobiles going either in the same or in an opposite direction.

Article VI. Horses Standing.—Section 1. No horse shall be left unattended in any street unless he is securely fastened to a substantial and permanent hitching post or ring by a strap or rope passing around bis neck and through the bit.

Sec. 2. No horse shall be unbitted in any street unless he is first secured by a balter. Article VII. Definitions.—Section 1.—For the purpose of this ordinance all avenues and streets with a parkway in the middle shall

Sec. 2. The word vehicle, wherever used in these ordinances, shall be held to include everything on wheels or runners, and equestrians.

be considered as having but one roadway.

Article VIII. Licenses.—Section 1. The driver of every numbered vehicle is required to hold a numbered card issued by the Police Department, certifying that he has applied for it, and demonstrated that he thoroughly understands the rules of the road, and can drive safely.

Sec. 2. No driver of a numbered vehicle shall be less than sixteen years of age.

Article IX. Sidewalks.—Section 1. No person shall drive, or back, or lead any horse or cart, or other wheeled carriage (except baby carriages) on the footpath or sidewalk

(Continued on page 496

ANOTHER NATIONAL

OTHER BICYCLES."



In many years we have not offered a model whose instant success was so pronounced.

Model 61 Special has "caught on" with the dealers who have seen it.

We hope you will not be late in placing your orders for "the 1903 winner."

National Cycle Mfg. Co. BAY CITY, MICH.

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We members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, JANUARY 22, 1903.

To Make Cycling Talked About.

The records of centuries and mileage and coasting which mark this issue suggest how trade opportunities once sought and once welcomed and turned to advantage are now permitted to escape unnoticed or unconsidered.

It is but a few years since when such performances were followed by a continent-wide query, "What wheel (or tires) did they ride?" The makers of bicycles were themselves usually anxious to obtain the information, which, once obtained, was shouted from the house tops and put into big bold type and scattered broadcast over the land.

In the repetition of history which they are bringing about, that question as it applies to motor bicycles is now the uppermost one when anything is done and is serving the newcomer to good advantage.

It is not for motor bicycles, however, that we would make a point. It is for the far more numerous motorless kind. And the point is just this: that a little enthuslasm and a few dollars spent in heralding broadly and boldly such performances would prove energy and money well expended. If the old-familiar question is not now uppermost it is still a live one, and the trade itself can make it still livlier if the trade but will.

Such performances are not everyday affairs, and are not only full of human interest, but they advertise cycling, and the more cycling is advertised and talked about the more will those who make and those who sell bicycles be benefited. If cycling is commonplace and lacks "edge" and enthusiasm, it largely is because the maker and the dealer are lacking.

If they can stimulate the What-wheel-didhe-ride spirit, they will be stimulating their own interests, and the way to do it is to hurrah and cause others to hurrah over a performance of merit when one occurs.

The Selling of Blcycles.

Salesmanship is an art that embraces all the tricks of oratory. To be sothing, cajoling, persuasive, passive, didactic, dictatorial, insistent at the proper times is a quality that is not easily attained, but one that must be striven for by those who would win customers and retain them.

One of the most difficult achievements in selling bicycles, in fact in selling any sort of goods, is to know just when and how much to advise a would-be purchaser concerning his selection and when to let him make his own choice unaided.

A man who has made a prenounced success of selling bicycles at retail says that he satisfies customers by never interfering with them, that he invariably gives them what they want, even when he knows they are making a false selection. Then, if they are not suited it is their own fault, and they acknowledge it and lay no blame on him. He says: "If I was to try to help people select their bicycles I would be in hot water all the time." Now, that man, as has been stated, has been successwul, but is he in the right in his methods?

Is it well to let a man or a woman select, through ignorance, something unsuited to them, such as a frame or gear that is too high, an unfitting saddle or pair of handle bars and not utter a word of caution? The idea of giving them what they ask for is all right when what is asked for is proper, but to allow a person to make a mistake in choosing is not apt to make him or her a permanent customer. On the other hand it is well known that many persons are

very "touchy" about taking any advice. They are apt to think that the salesman who suggests one or another selection has an axe to grind and resent his interference. Thus it is that the selesman's lot is continually cast between the borns of a dilemma.

The discrimination that comes from an intimate knowledge of human nature and an ability to read it is required to enable one to steer clear of the breakers in this respect. The natural born salesman discriminates and acts accordingly without thought. He seems to feel what is the proper course with each customer. This is the mark at which all who sell should aim.

To take second thought before giving advice and reflecting for a moment, will spare one the making of a mistake three times out of four. It is easy enough for a tyro to sell to a man who knows what he wants and asks for it, but it requires art to sell a man something different from what he asks for, because he should have it, and yet not hurt his vanity or arouse his resentment. If, however, more of this could be done it would make a greater number of happy riders, men not apt to give up riding becouse of its being too hard work, and be better for the trade. It can at least be approximated.

Fallacy of Some Criticisms.

There has long been the severest possible criticism of a number of features of the present bicycle, without having availed to achieve its object—the reconstruction of the machine so far as these parts are concerned.

Among these criticised features are several that are in close preximity, and upon which the safety no less than the comfort of the rider depends. They are comprised almost entirely within the front fork group, including the fork sides, the cork crown, the fork stem, the head bearings and the connection between the handle bar and the fork. In all essential particulars, the handlebar attachment alone being excepted, they are the same to-day as they were fifteen years ago, when the safety had begun to oust the high wheel.

To begin with the fork sides, it is well known that great strains focus upon them and that they are not as strong or as well designed as they could be. Before the manufacture of cycles became a fine art forksides frequently broke, and gave trouble in other less dangerous ways. Double forksides—such as many foreign bicycles have, and motor bicycles as well, would be stronger, safer and more substantial looking.

The same remarks apply to the fork stem, and with much more force. There a steel tube, say one inch in diameter and 16 gauge in thickness, sometimes reinforced at its lower extremity, and from six inches to one foot ln length, is employed. Upon it the weight of the rider and machine are coucentrated; to it all road or other shocks received by the front wheel are communicated. Fractures to the number of scores of thousands have happened here, with results painful and sometimes serious. Double and triple stems not only can be but frequently are used, and the machines are materially strengthened.

Fork crowns sometimes broke, and frequently gave trouble in other respects. Head bearings could easily be more workmanlike, more substantial, more easily and permanently adjusted, loose or sticking heads being thereby avoided. Handlebar fastenings were formerly very much more open to objection when they were of the old clamp and bolt pattern, this crucial fastening depending entirely upon a bolt and nut, either of which might strip or break. With internal fastenings matters have been bettered somewhat. But there is still an absence of double fastenings here, where they are, if anywhere, needed.

It is not infrequent for riders to criticise this unprogressive tendency, to ask why such matters as these have not been improved and brought up to date, as they term it. The matter is cited as an instance of unprogressiveness.

Of course there is reason for it, or, more accurately, several reasons. One is that changes in the respects under discussion are not necessary. So tremendously have designing and manufacturing improved that reputable machines never give trouble at these points. This assertion may be challenged, but if it is in need of qualification at all it is sufficient to say that no maker need incur the slightest risk in following the constructional methods referred to. If forks are designed or made badly, if the metal is insufficient or unsuitable, there is danger, but surely no one will contend that this is the fault of the design.

There are two other reasons that can be cited for the adherence to present designs. One is the imperative necessity of keeping the weight down, the other the no less important one of avoiding an increase in cost.

If front fork construction be changed in the matter outlined, and the factor of safety thereby increased, both weight and cost will be augmented. If riders were willing to accept heavier machines without murmuring, to pay higher prices, the changes referred to could be, and probably wiuld be made. Likewise, if the present construction was open to criticism because it did give trouble, not because it might do so, it would also be open to indictment.

But such is not the case, and in this fact and the present condition of the industry is found the reason for the alleged unprogressiveness complained of.

Seeking the Ideal Bicycle.

Quite aside from the effect It may have upon the policy of makers, the value of riders who investigate, criticise and advise or demand is obviously very great. This is true even if they are regarded merely as an advisory body, working in conjunction with the makers, dealers, etc., who comprise the trade.

Every important improvement incorporated into the bicycle is of importance to the rider. The safety made cycling possible for people besides the eager, active young fellows who at one time practically monopolized it. The pneumatic tire made cycling luxurious, and directed attention to its vast possibilities. The coaster brake was the other member of the trinity, and, like the two features mentioned, came at a time when finality seemed to have been reached. Unlike the others, however, it was neither fundimental nor revolutionary. It incorporated itself in the bicycle and worked a wonderful improvement, but left it almost unchanged, improved it is true, but in appearance and in working very little modified.

The years that have elapsed since the coaster brake first achieved popularity have made it very plain that detailed improvements only are possible—at least until some new Dunlop or Starley appears on the scene.

But the comfort no less than the pleasure of the rider can be added to, and this without materially adding to the weight or the cost of the bicycle. The latter has its limitations even to-day, and riders will rise up and call blessed the man who adds to its comfort or convenience, or removes some of the limitations referred to.

If the pleasure of the bicycle could be obtained always, and the pain never, the millenium would seem to be at hand, hence no one really looks for such a thing. But if the last mile were always as easily ridden as the first, if one never got saddle sore, or one's back never ached, if head winds were never

encountered, if steep hills could always be vanquished by an accelerator of some sort—such as a reduction of gear—there would be more eagerness to enjoy a pastime that seems to require a certain amount of enthusiasm to be applied to it.

One way to bring this about is to study the limitations of the present day bicycle. Riders know them quite as well as makers and dealers, sometimes better.

These mastered, the next task is to eliminate or minimize them—a formidable task, indeed, but not an impossible one. Coaster brakes have reduced the rider's work and increased his safety. Variable gears will virtually add to his strength by lessening the enforced expenditure of it. And it is well to bear in mind that the conquering of one difficulty forms an incentive to treat others similarly.

"The Bicycling World's anniversary number is invaluable in teaching this generation not only the various steps of mechanical improvement of the bicycle, but the great debt owing to those pioneers who worked for good roads and the legal rights of wheelmen, and also in giving a glimpse of the enthusiasm and camaraderic of the "good old days." Let us hope for more good roads, and a Touring Cluh of America, with 80,000 members—like France."—H. H. Wheeler, Fomona, Cal.

Editor The Bicycling World:—My subscription to The Bicycling World expired with the issue of Devember 4, but have received copy for December 11. Inclosed find money order for \$2 for another year. I find your paper very valuable to me, and would hardly care to do business without it. Referring to your editorial on page 225, regarding space devoted to motor cycles, would say that we consider that a very valuable feature and one that should be liberally dealt with.—(J. H. Peterson.

It is evident that some of the motor bicycle manufacturers have builded without regard for short-legged men. The reach on some of the machines is so long that it means either a hard, uncomfortable saddle or some other machine.

"We consider the anniversary number of The Bicycling World our vade mecum of the G. O. O. days."—G. N. Rogers, Schenectady, N. Y.

If you have not yet received a copy of The Bicycling World's twenty-fifth anniversary number it is not yet too late.

MARVELLOUS OLD MAN

T. W. Davis, 76 Years Young, Wins Mileage Medal—Other Tall Records of 1903.

The annual report of the riding done during the year 1902 by the members of the Century Road Club of America throughout the country shows conclusively that cycling still has a very strong hold upon the enthusiastic members of this organization. As the year progressed this was more and more noticeable, until in the latter months of the year the sport gave every indication of a return to the popularity it enjoyed several years ago. There is no better indication of the hold that long distance cycling has upon riders than the annual report of this organization, which shows the condition in all parts of the country. During the year just passed a very noticeable increase of activity among its members has been evident, and the reports from the local efficers of the club are all to the effect that a much improved condition may be looked for during the coming year. The Century Road Club of America, always in the lead in its attractive array of prizes, medals and certificates for riding. intends to make 1903 the most attractive year in its history by the inducements which will be offered to stimulate riding among its members, and the newly elected officers propese in every possible way to encourage and promote road riding. A number of novelties are under consideration looking toward this end.

The winners of national awards for 1902 are:

First Medal for Centuries—Charles Shoenart, of New York, with seventy centuries, including fourteen doubles, three triples and one quintuple century.

Second Medal for Centuries—A. J. Meyer, jr., of Buffalo, N. Y., with forty-eight centuries, including four doubles and four triples.

First award for mileage—Thomas W. Davis, of Peoria, Ill., with 8,030 miles. Mr. Davis is seventy-six years old, and holds the unprecedented record of having ridden and reported for mileage for over 100,000 miles. He is No. 7 in the Century Road Club, and has been a member ever since its organization, and has ridden au average of 8,000 miles per annum every year since being a member.

Second award for mileage—Andrew Clausen, of Chicago, with 7,612 miles.

But one new record was established during the year, that being the unpaced century record made by Wilson Highson, of Highwood, N. J., on August 31, on the Merrick Road, Long Island, his time being 5:37. While making this new record Mr. Higinson also established new marks for both the fifty and seventy-five mile unpaced record, a good portion of the distance being covered in the face of a strong wind.

During the year three members succeeded in winning the much prized "century of centuries" award, and passed their one hundredth century, these three being Henry Veit, of Brooklyn; Charles F. Hendereson, of Cleveland, and Albert D. Rice, of Winthrop, Mass.

The report of the road records committee for 1902 shows 1,124 centuries ridden by its members, or a total of 112,400 miles in centuries alone, quite irrespective of the mileage ridden and not figuring as century runs. which can safely be computed as being fully a like amount, which would give over a quarter of a million miles in one year! In the face of figures such as these, those who decry cycling as being dead or in a dying state cannot but find food for reflection and good canse to change their minds. No better proof need be offered of the supremacy in road riding of to-day, as for the last fourteen years, of the members of the Century Road Club of America.

The following is a complete record of the centuries ridden by members of the club during 1902:

	Cen-
	turies.
1 Charles L. Schoenart, New York	70
2 A. J. Mever, ir Buffalo	49
3 William G. Meister, Brooklyn. 4 Charles F. Henderson, Cleveland	90
4 Charles F. Henderson, Cleveland	
5 A. J. Rennen, Chicago	
6 Fred Gebhardt, New York	04
7 John Schuler, New York	
7 John Schuler, New York 8 William F. Watson. Philadelphia	30
8 William F. Watson, Philadelphia	28
9 R. W. Blanchard, Cleveland.	26
10 George W. Seaward, Brooklyn.	24
11 George W. Kirner, Brooklyn	23
Frank Rhoads, Cleveland	23
Albert D. Rice, Winthrop, Mass	23
Dr. G. B. Salter, Chicago	23
12 Mrs. S. E. Seaward, Brooklyn	22
13 Harry M. Gordon, Boston	
Wilson Highson, Highwood, N. J.	91
Edward G. Minnemeyer, ir., Chicago	
Henry Van Den Dries, New York	21
Edward G. Minnemeyer, jr., Chicago. Henry Van Den Dries, New York Thomas J. Walsh, Jersey City, N. J	21
14 Alfred Genereux, Boston	20
Walter T. Hannigan, Boston	20
Henry Veit, Brooklyn	20
15 Andrew Clausen, Chicago	10
16 Gilbert C. Badean, Far Rockaway, N.	V 10
17 Sadie E. Knowlton, Boston	110
18 Herman A, Berls, New York	
Carl II Dual Can Francisca	19
Carl H. Proll, San Francisco	15
George W. Wall, New York	61
19 Charles Gantert, Freeport, N. Y Charles S. Schnepp, New York	14
Charles S. Schnepp, New York	14
20 William A. Feltes, Chicago. J. M. S. Millette, Brooklyn	13
J. M. S. Millette, Brooklyn	13
21 Thomas Brown, Lowell, Mass	12
S. A. Geis, Cleveland	12
22 Margaret I. Knowlton, Boston	11
Charles Lundberg, New York	
John W. Peterson, Cleveland	11
Fred S. Perkins, Lowell, Mass	11
J. G. Stiefel, Buffalo	11
23 F. O. Bratton, San Francisco	10
Thomas S. Floyd, Lowell, Mass	10
George C. Hoehn, Buffalo	10
24 John H. Boyd, Albany, N. Y	9
25 Andrew Duncan, West Chelmsford, Ma	ass 7
	- 1

Six (6) centuries each—A. J. Adorno, John Block, William K. Coleman, Miss G. N. Clark, Edward G. Davis, H. R. Farnham, Harry Goetz, Harry B. Hall, Joseph Kopski, Philip Sickenius, Herbert Van Poll and E. Warnke.

Five (5) centuries each—Miss Blanche Boucher, William A. Denn, Fred W. Erdtman, Conrad Veit and F. H. Watrous.

Four (4) centuries each—M. V. Adamo, C. A. Chick, H. W. Clody, Peter A. Dyer, E. I. Ehle, Harry George, R. G. Kabateck and Noble C. Tarbell.

Three (3) centuries each—Fred H. Ay, Albert Black, J. Epp. Paul Guenther, W. A. Hubert, A. J. Hoffman, Clifton Langlotz,

A. L. Mace, John M. Miller, Mrs. R. J. Munsterman, J. A. Peterson, Charles E. Scede, Miss Urania Tyrrel and Mrs. E. G. Trout.

List of multiple centuries ridden by members of the Century Road Club of America during the year 1902:

	Ď	Ħ	J.	Q	82	00	
	Double.	Triple.	Quadruple	Quintuple	Sextuple	Octuple	
	ie.	Φ.	ru	[LI	dr	ple	
	:	:	ρlα	ple	0	:	
	:	:		:	:	:	
Charles L. Shoenart, New York	.14	3	٠.	1	٠.		
Fred Gebhardt, New York	. 8				1		
John Schuler, New York	. 5		:	٠			
William F. Watson, Philadelphia. A. J. Meyer, jr., Buffalo	. 4	1	1	٠			
H. M. Gordon, Boston	. 4	4	i	٠	•		
Albert D. Rice, Winthrop, Mass.	. 3	1		•			
Thos. S. Floyd, Winthrop, Mass.	. 3	-	Ċ				
H. Van Den Dries, New York	. 2					1	
Sadie E. Knowlton, Boston	. 2	1		2			
Margaret Knowlton, Boston J. M. S. Millette, Brooklyn	. 2	1	1	٠			
G. C. Badeau, Far Rockaway	. 2	1	1				
George C. Hoehn, Buffalo	. 5	1	•	•			
Charles F. Henderson, Cleveland.		Ť				•	
William G. Meister, Brooklyn		1					
Alfred Genereux, Lynn, Mass Frank Rhoads, Cleveland	. 2				-		
Frank Rhoads, Cleveland	. 2	-					
George W. Seaward, Brooklyn	2						
Henry Veit, Brooklyn Conrad Veit, Brooklyn	. 2		•				
W. T. Hannigan Boston	1	1		,		٠	
W. T. Hannigan, Boston A. J. Rennen, Chicago	1	i		•	•		
George W. Kirner, Brooklyn	. ī		:		i		

The following members rode one double century each: Charles Lundberg, New York; R. W. Blanchard, Cleveland; Carl W. Proll, San Francisco; Blanche Boncher, Minneapolis; Mrs. S. E. Seaward, Brooklyn; David Thomas, Minneapolis; Hubert Van Poll, Minneapolis; Adolph J. Adorno, Brooklyn; Peter A. Dyer, Brooklyn; Fred S. Perkins, Lynn, Mass.; Charles S. Schnepp, New York; Wilson Higinson, Highwood, N. J.; Harry B. Hall, Brooklyn; Thomas Brown, West Chelmsford, Mass., and George W. Wall, New York.

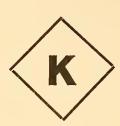
Cycling Element Routs Social.

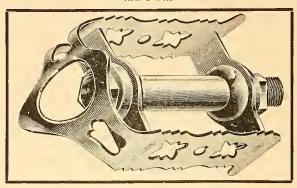
A triumph for the active riding element in the Century Wheelmen of New York was gained at the annual meeting and election held at the club house, 444 Amsterdam avenue, on last Monday night. The faction that seeks to restore the club to prominence on the road and track had nominated for captain Matthew Gibb, whose former record as an energetic and originating captain is a matter of local cycling history. Gibb had two candidates against him, but he won handily, as did also the nominees of the cycling element for lientenants and other road officers and directors.

The fight was made only on the road officers and directors, and the wheeling set won against the social set. There was no opposition to the candidates for the executive offices. The full ticket elected was as follows: President, William A. Coulter; vice-president, E. Willis Warfield; recording secretary, George J. Kraemer; financial secretary, Joseph T. Staff; corresponding secretary, William H. Hale; treasurer, Willis E. Frost; captain, Matthew Gibb; first lieutenant, Frank B. Bradley; second lieutenant, Herman Kolm; first sergeant, W. F. Herkness; second sergeant, George Gillies; third sergeant, W. W. St. John; color bearers, M. Keller, Fred. Shaffner; buglers, Victor Koenig, H. Rockefeller; surgeons, G. H. Richtmyer, M. D., Leopold Strauss; Board of Directors, Wm. J. Bormay, J. A. Brett, W. S. Brigham, Wm. H. Klinker, Wm. H. Mackey, Lester W. Palmer, Joseph P. Walsh, L. S.

'TIS BEST TO PROVIDE AHEAD AND IF YOU'D BE PROVIDED WITH THE BEST

...BUY...







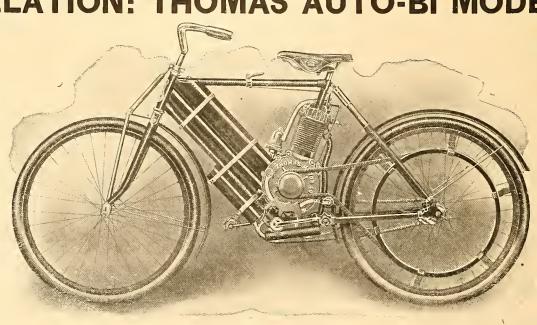
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All the hitherto vexatious problems of entire strength and safety, Transmission, Hill Climbing, Comfort and Speed on country roads, Vibration and General Utility have been solved, and with leaps and bounds the THOMAS AUTO-BI takes its place far ahead of all competitors.

Agents should apply at once, in order to secure early delivery.

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HURLEY'S QUEER TACTICS

While Under Suspension he Again Offends
—Seems Indifferent About Reinstatement.

Amateur Champion Marcus L. Hurley is by no means out of the woods yet, so far as his differences with the Amateur Athletic Union go; in fact, he seems to be deeper into the forest. A representative of the Bicycling World met Hurley recently, and asked him what he was going to do about his suspension by the A. A. U. which was brought about by Hurley having played basketball with unregistered players.

Hurley produced a legal looking document, which he said was an application for reinstatement, and said that he was going to file the application as soon as he obtained the requisite dozen signatures to it. That was early this week.

"Hurley, why did you get yourself into this mess? Didn't you know that the teams you played with were unregistered, and that you were liable to suspension? How did you come to play with them?"

The champion gave his big shoulders a characteristic shrug, and grinned, as he replied:

"Well, I just played, that's all."

The following night Hurley was one of the Columbia freshman team that met the team of De Witt Clinton High School. This was a game in the intercollegiate series and required no sanction, but, under the A. A. U. rules, the other men had no business to play with Hurley while he was under suspension.

The fact of Hurley having played suggested that he might have been unexpectedly reinstated, and so a representative of the Bicycling World called on J. E. Sullivan, secretary of the A. A. U. Secretary Sullivan said that Hurley had not been reinstated, and had not even filed his application.

"Will his having played in the collegiate game make any difference in his case?" was asked.

"Well, the committee could suspend all the players who played with Hurley, but as a rule the committee does not care what the college teams do among themselves, and does not interfere. As for Hurley, though, it puts him in a worse light, and he may be given a year of suspension for it, because he was told not to play while under suspension. It looks to me as if he did not want to be reinstated."

"Are there any charges of professionalism against Hurley?"

"No, only for playing with unregistered teams in unsanctioned games."

"If he was suspended for a year by the A. A. U., he could not ride at all next summer in cycle races, not even as a professional, could he?"

"No, not even as a professional, as long as he is under suspension. If we professionalized him he could not ride." "But Hurley doesn't want to ride as a professional."

"He doesn't seem to want to ride as an amateur."

The Next Invington-Millburn.

the Irvington-Millburn road race the last two or three years, says he will not run it again if no one does. In a talk with a Bicycling World representative, Blauvelt explained how the proposition of the race being run by the Century Road Club Association came about. He mentioned the fact that he was through with the race in the presence of an officer of the C. R. C. A., and the latter at once exclaimed, "What is the matter with our running it?" Blauvelt says that he answered there was no reason why the association should not run the race.

Recently the Bayview Wheelmen, of Newark, have been considering the advisability of managing the classic event.

Blauvelt says that he has been approached also by a member of the Associated Cycling Clubs of New York. He thinks that an organization of clubs would be better for a manager than one club, and suggests that somebody should decide quickly to take charge of it and begin work. He is willing to help out any responsible organization that wants to succeed him by turning over the records he has and explaining the necessity preliminaries. He did not make any money out of the race, but came out without loss. He has now increased his business, and cannot spare the time to manage the race as he has done, simply for the sake of keeping it alive

Van Dyke's Involved Explanation.

President Van Dyke of the Century Road Club Association writes that the English M. D. who was expelled from the Associated Cycling Clubs of New York had nothing whatever to do with the withdrawal of his organization from the A. C. C. He says that when the matter was discussed the troubles of the M. D. were not mentioned, and that the resignation was due to the fact that the C. R. C. A. could gain nothing by retaining its membership, although Van Dyke himself professes to be always ready to further the "worthy aims" of the A. C. C., presumably when they do not cost \$5 per year. It is now stated, however, that the withdrawal was due not so much to the machinations of the English M. D., as to those of an elderly American fireman whose club could not have things its way in the A. C. C., and, perforce, was retired without much ceremony. The fireman has since nursed his grievance, which, it is said, will now cost the C. R. C. A. several members at least.

Stinson Refuses an Offer.

Will C. Stinson has refused an offer to ride in Australia this winter. Stinson in past years has been followed relentlessly by a hoodoo. Falls, broken bones and sickness lave continually knocked him out of the game. He is taking the best of care of himself and will this season endeavor to regain his lost laurels.

MEDALS FOR MILEAGE

Men who Ground out Centuries During Last Year—Burch Gets First Award.

The annual mileage century competition of the Century Road Club Association closed with C. E. Burch as the winner. He rode a total of 9,022 miles during the year, including 55 centuries.

The competition is figured out on a point system in a peculiar way that makes one contest of mileage and century riding, instead of there being a century competition separate from a mileage contest. The plan is that of allowing one point for every mile ridden and 200 points, or two points to each mile, for every century completed. Then the member having the greatest number of points gets the combined prize for mileage and centuries. Thus the winner of 1902, Burch, rode 9,022 miles, 5,500 of which were ridden as centuries. He therefore gets 9,022 points, plus one extra point for every century mile, and 9,022 plus 5,500-14,522, which is his number of points.

Following is the result of the competition during 1902:

		Ceu-	
	Miles.	turies.	Points.
1—C, E, Burch	9022	55	14522
2—E. Liebertz	7000	70	14000
3—1. Gillett	6237	49	11137
4-H. A. Gliesman*	7698	26	10298
5-G, S. Sweet	4900	49	9800
6-A. H. Moore	7555	16	9155
7—T. E. Finger	4100	41	8200
S-Dr. A. C. Griffin	7511	6	8111
9-W. R. Swartz	6207	8	7107
10-A, G. Carrier	4834	22	7034
*Not a competitor			

The winner rode \$18 miles in December, including 5 centuries, which gave him 1318 points for the month.

The century riding competition by women resulted as follows:

Mrs. A. H. Remiugton, 16; Mrs. A. M. Combs, 6; Mrs. T. M. Jones, 1; Miss A. Shork, 1.

Long Islanders Elect Officials.

At their annual election on Monday, the Associated Cycling Clubs of Long Island elected the following officers for the ensuing year: President, N. C. Phillips, Oxford Bicycle Club; first vice-president, Charles Tilgner, Bushwick Wheelmen; second vice-president, Thomas Black, Howard Wheelmen; treasurer, Richard J. Wulff, Prospect Wheelmen; secretary, Albert Hutton, Waverly Blcycle Club; trustees, Isaac Roberts, Greater N. Y. Wheelmen; Frederick Kellihan, Euclid Wheelmen; George A. Needham, Kings County Wheelmen; Louis Stecker, Bay Ridge Athletic Club; Ernest J. Stranack, Tamaqua Wheelmen.

Have Adopted Half-Inch Pitch.

The Stearns Bicycle Agency, Syracuse, N. Y., have adopted half-inch pitch roller chains and sprockets for use on both the Wollf-American and egal racers; they constitute a feature of the concern's 1903 models.



INNER TUBES

SHARP ON VARIABLE GEARS

The Professor Discusses the Subject and Argues for Narrow Limits and Low Gears.

In relation to the subject of high and low gears in combination, testimony from persons who have had actual experience is of especial interest at this juncture. In England considerable progress has been made in the application of variable speed devices to chain wheels. Two, three and even seven changes of speed are offered by different makers in Great Britain, and thus far the reports indicate that they are successful. In discussing the various multiple speed bicycles seen at the London shows, Prof. Archibald Sharp, the father of many original and some eccentric ideas in the realm of mechanics, writes interestingly in the C. T. C. Gazette, and that he is one who believes in low gears may readily be seen by his remarks, as follows:

"For my own requirements, with the west of London as my headquarters, I think I would be best suited with a two-speed gear giving 64 in. and 75 in. for a single, and for a mixed tandem 57 in. and 76 in. For a three-speed gear 60 in., 70 in. and 80 in. are what I fancy for a single, while for a mixed tandem I might have 56 in., 70 in. and 87 in. For hard road riders, intent on breaking records and the like, the gear ratio might be still closer; but the slower the rider, or the more easy he takes his work, the further apart the gears may be with advantage.

"Many extravagant notions are prevalent as to the range of gears desirable for a touring bicycle. I have pedalled on a tandem geared to 75 in., with 6½ in. cranks, between two milestones on a level portion of the road, with no wind blowing, at a speed of 23 miles per hour. The limitation of the speed was by no means due to the mere rapidity of twirling the pedals. I therefore conclude that any gear above 80 in. on a single would be of no real service to me, however favorable the conditions, although 1 might derive a feeling of pleasure from the slow movement of the pedals combined with a high speed of travelling. At the other extreme, on the three-speed bicycle, to which I have alluded, the lowest gear. 52 in., proved to be so low that I found no occasion to use it, except in a lane, where the gradient looks somewhere about 1 in 7. Even with this low gear I had to dismount, I therefore conclude that if any gradient is so steep that it requires a 'ower gear than 50 in. to ride it comfortably, it is better still to dismount and walk. I would therefore set 50 in, and 80 in. as the extreme limits of gear for my own use. As regards the closeness of gears between the extreme limits, I think a difference of 4 or 5 ins. from the ideal gear for the conditions at the moment is hardly appreciable to the rider, while a difference of 10 or 15 ins. from the ideal

may be disagreeable. On one occasion I remember making a fairly long ride on a tandem geared to 60 in, and 75 in. The 75 in, gear was about the ideal for the level. On the return journey, owing to some little derangement, the high gear clutch refused to stay in place, and we were compelled to keep on the low gear—60 in.—which, with the necessary fast pedalling, proved to be positively irksome. I think, therefore, if a 10 in, difference of gear is provided the rider need never be so far from the ideal gear for the conditions at the moment as to make the necessity of a closer difference apparent."

Saddles for Motor Bicycles.

Saddles will play an important part in the indtor bicycle's economy. Big, springy, comfortable saddles are the kind needed, weight cutting practically no figure in the



NEW YORK BRANCH! 214-216 WEST 47TH STREET.

matter, as it does with the ordinary bicycle saddle, with the result that they are usually just the reverse of ideal. Another thing that will receive increasing attention is a saddle so constructed that it will bring the rider close to the pedals. Even moderately low frames are difficult to make, owing to the size and position of the motor, and the average man has none too much leg reach. Shirt legged men are sometimes quite unable to reach the pedals without undue stretching. A closely built saddle would go a long way toward solving the problem.

Keeping the Head Tight.

One of the most annoying things is a loose head. If any other bearing is run loose it does little more than hurt the machine; the rider does not notice it while bowling along. But the loose head makes its presence felt frequently and aggrivatingly. It pays to make the adjustment as soon as the trouble is noticed.

Broken spokes and stripped nipples, once so common, are now almost unknown except as the result of an accident.

\$50,000,000 FOR GOOD ROADS

New York Asked to Spend That Sum—Some Interesting Statistics Brought to Bear.

At the Fourth Annual Supervisors' Highway Convention of this State, which meets at Albany this week, a strong effort will be made to have the State bond itself to further the good roads cause. The Higbie-Armstrong act has awakened so much real interest in the matter that it is sought to extend the principle and make it possible to build more roads than can be done under its provisions. The proposed bond issue is looked upon as an ideal solution of the problem.

The plan is to have the State issue \$50,000,000 of bonds, payable in fifty years, at 3 per cent interest, with a sinking fund of 2 per cent per year with which to pay the bonds, such bonds to be issued not to exceed \$5,000,000 per year, and the interest and sinking fund for the redemption of the bonds to be provided according to the plan of the Higbie-Armstrong act, so that the State would have to pay 50 per cent toward the retirement of the bonds and interest, the counties 35 per cent and the towns benefited 15 per cent.

This plan is exceedingly favorable to the counties and towns. If a county desires to build twenty-five miles of road, at a cost of \$200,000, it would be paid for by bonds issued under the above plan; half the amount, to wit, \$100,000, would be charged against the State, and the other half, \$100,000, against the county and towns benefited, with an interest charge of 3 per cent and a sinking fund or redemption charge of 2 per cent; there would be an annual charge of 5 per cent against the county and towns on the \$100,000 of debt used to build twentyfive miles of road. This would amount to \$5,000 a year. The county's portion of this would be \$3.500, and the remaining \$1,500 would be charged against the towns through which the road passed, according to the cost of the road in each town. The retirement of 2 per cent of the principal of these bonds each year would constantly reduce this interest charge, and at the end of twentyfive years, when half of the bonds are paid, the county and towns would be paying \$2,000 annually toward the sinking fund and \$1,500 toward the interest, making a total annual charge of \$3,500 per annum.

This plan is also exceedingly favorable to the State. Suppose the State issued \$5,000,000 of good roads bonds annually on the above plan. The State would have to pay 3 per cent interest and 2 per cent sinking fund for the redemption of its half of these bonds each year. This would equal 5 per cent on \$2,500,000 of bonds, and would be only \$125,000 a year. In the course of six years, if \$30,000,000 of these bonds were issued, the State would have to pay the interest and sinking fund, amounting to 5 per cent on half this sum, that is, \$750,000 per

annum, which is less than the amount of the good roads appropriation under the Higbie-Armstrong law last year, which amounted to \$795,000.

Up to this time 186 miles of highway have been completed by State aid. The counties have petitioned for 2,414 miles of road, and \$50,000,000 expended on the above plan would improve about one-tenth of the entirc highway mileage of the State, making a system of 7,500 miles of splendid road, and this could be accomplished during a period of ten years to the immediate advantage of the State and at a small annual expenditure.

The argument of the supervisors brings out that in New York State there are of canals, 522 miles; street railways (mostly in cities), 1,618 miles; steam roads, 8,114 miles; dirt roads, 73,857 miles.

All the counties in the State except Allegany, Cattaraugus, Chautauqua, Franklin, Genesee, Kings, Queens, Richmond, Schoharie, Schuyler, Steuben, Tioga, Wayne and Wyoming have filed petitions requesting road improvement under the Higbic-Armstrong act, Already forty-six counties have petitioned for 2,414 miles of highways, and nineteen counties have had 186 miles finished. From no county where one piece of road has been finished has the State Engineer failed to receive the second request for additional road construction.

Reduced Rates to Jobbers' Meeting.

The New York Central and Boston & Albany Railroad companies, in connection with the Michigan Central, will sell tickets on the certificate plan from all Eastern points in connection with the Good Roads convention and automobile show to be held in Chicago February 14th to 21st. As the National Cycle Trade Association meeting will be held in Chicago on February 18th, Eastern jobbers can also take advantage of this reduced rate. When purchasing transportation, advise the ticket agent that you are going to the Good Roads convention, and you want your ticket via the Michigan Cenral Road. Full fare will be charged going one way, and the return passage is sold for one-third.

RULES OF ROAD REVISED.

(Continued from 485.)

of any street; nor shall it be lawful for any vehicle propelled by hand or foot, or any other power, to be ridden or driven upon the sidewalk of any street or avenue which has been flagged, curbed, guttered and paved.

Sec. 2. Bicyclists may lead their wheels along the sidewalk in single file, and bicycles may be stood on sidewalks, provided they cause no obstruction.

Sec. 3. Nothing contained in this article shall prevent the passage of vehicles from private property directly across the sidewalks to the roadway.

Article X. Bells.—All rubber tired vehicles shall carry bells; those drawn by horses a jingle bell properly attached to horse collar or pole crab; all others, gong bells not less than one and one-half inches nor more than three inches in diameter; and such bell or gong shall be sounded when turning corners, when passing another vehicle or an equestrian from behind, and to give timely warning when necessary. Automobiles may be provided with suitable horns, or other signals, instead of bells.

Article XI. Lights.-Each and every vehicle using the public streets or highways of this city shall show, between sunset and sunrise, a light or lights, so placed as to be seen from the front and each side; if dash lantern is carried, it shall be placed on the left hand side; such light or lights to be of sufficient illuminating power to be visible at a distance of two hundred feet; said light or lights shall show white in front, but may be colored on the sides. Every automobile shall exhibit during the same period two lamps showing white lights visible at a distance of three hundred feet in the direction toward which the automobile is proceeding, and shall also exhibit a red light, visible in the reverse direction. The lamps shall be so placed as to be free from obstruction to light from other parts of said antomobile.

Article XII. Brakes.—Every automobile shall be provided with a good and efficient brake.

Article XIII, Bicycles.—Section 1. Bicyclists shall not coast on any of the streets or

avenues of this city south of 125th street. The term coasting is hereby defined to mean proceeding by inertia or momentum, with the feet off the pedals; but the rider may use his feet as a brake, and have them off the pedals while used for this purpose.

Sec. 2. No bicyclist in the city of New York shall carry thereon any child under the age of five years.

Article XIV. No person shall ride on the back of any vehicle without first obtaining the consent of the driver thereof.

Article XV. The establishment and maintenance of cab, hack and truck stands shall be under the control of the Police Department.

Article XVI. The police of the city of New York are hereby empowered and directed to enforce these ordinances.

Article XVII. Copies of these ordinances shall be kept at all police stations and issued on application.

Article XVIII. These ordinances shall take effect immediately, and any person violating any of them shall be liable to a fine of not less than one nor more than fifty dollars for each offence, and any violator who shall give a wrong number, name or address shall be liable to a fine of one hundred dollars.

Article XIX. Any ordinance heretofore made which in any way conflicts with any of the foregoing is hereby repealed.

When Dunlop Patents Expires.

As the time for the expiration of the great Dunlop tire patents draws near—their seventeen years of life terminating in 1904—speculation "on the other side" as to its effect on the trade is more and more indulged in. Keen competition and the springing up of a large number of tire making concerns is looked for, and it is thought that the Germaus will make an effort to obtain a big slice of the business.

The Dunlop people have never been able to get the German courts to recognize the validity of their patents, and this circumstance has been the means of causing the Dunlop company a great deal of tronble. It is believed that the German makers will carry the war into England, and endeavor to sell cheap tires there as soon as the Dunlop patents expire.

It is rumored that when this event takes place a big cut in prices will be made, and 25 shillings (\$6.25) is mentioned as the prob-

able price, a drop of about half.

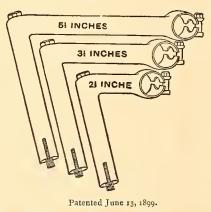
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MOTOR BICYCLE VS. CAR

Rider of the Former Paints Comparison Accruing its Advantage.

While the motor car—this foreign designation of the automobile is rapidly finding general acceptance in this country—has filled the public eye, the motor bicycle, the "automobile of the masses," as it is sometimes termed, has not lacked attention. And it is a fairly safe prophecy, that as the days increase so will its recognition increase, says R. G. Betts in Collier's Weekly.

To the vast populace, even the comparatively humble runabout is at present impossible. To those who could afford the first eost, the items of care and upkeep and storage are obstacles that place a car of any sort heyond their reach. But the motor bicycle, obtainable at what may be termed a popular price, and involving no expense for storage, and merely nominal costs for care and mainteaance, is within the reach of all save those to whom the daily bread and butter is a tax. While these conditions seem to make for a future popularity limited only by individual imagination, let it not be supposed that the motor bicycle interests or will interest only those who must needs count the cost. There is a zest about motor bieyeling that no car can afford. The fascination of sitting astride a saddle, feet on pedals and hands guiding a handle-bar-of ability to pick one's going and to bowl along a sidepath or through a wood where no ear dare follow, and, indeed, to even set a pace which few cars can maintain, and to do it without pushing, panting or perspiring and without care of hill or head wind-that is sport; sport that exhilaratessport, real enjoyment compared with which the lolling in the upholstered seat of a car is the personification of tame and uninteresting laziness. It is the difference between an outing on a mettlesome thoroughbred and one in a hansom cab or Pullman coach. Let any man thread the Shinnecock Hills or the seven miles of snakelike Long Island cycle path from Riverhead to Eastport, on a motor bicycle at twenty-five miles per hour, and there, high above the surrounding country and with not a human being or human habitation in sight, if his spirits do not soar and his nerves tingle for exquisite and unalloyed delight, then his soul is either dead or craven. But it is joy which none in a motor car will ever experience if he could or if he would. The width of the path would not permit it.

To extract the sweets of life it is necessary to learn how to live. To appreciate the joys of motor cycling one must ride a motor bicycle and learn its operation. Both call for some patience and some intelligence, but not more than is possessed by the normal man. To know in which direction to push two little levers, and in which direction to twist the wrist in turning "off" or "on" the handlebar grip, which latter absolutely controls the machine, are the chief rudiments of motor-

cycle operation. To learn that it is not dangerous, that it is utterly impossible for it to "blow up"; to learn that one may pedal at will and thus obtain all the physical exercise desired, and without violent effort; to learn what it is to laugh at hill and head wind, to progress without exertion or perspiration at five miles per hour or at thirty—to fair skim the earth in birdlike flight, not seated stiffly or sprawled lazily in upholstered cushions, but seated man-fashion astride a saddle-to know this, to experience this, is to experience the exquisite exhilaration that a motor hieycle only can impart. Why, there is even music in the throbbing of the welltuned motor!

What Corson has to Say.

Editor the Bicycling World.

In your issue of January 15, I notice that F. E. Moskovics takes issue with me on some of my remarks made in your December 25 issue. I am pleased at this, for several reasons-pleased to know that there are some sections of the country where the people are near up-to-date on motor cycle matters; pleased to know that there is such another live motor cyclist as Mr. Moskovics, and that he takes enough interest in the sport to read and write about it. I want to say to Mr. Moskovics, however, that it makes a vast difference whether you are riding in a section of the country where the motor hicycle has been having a good sale, and where there have been club runs, and in sections where only now and then one is seen, and the most of them freaks that would go only spasmodically. My statements regarding the condition of things were not overdrawn for the section of country to which they apply.

Be assured that I do not think sadly of the motor cycle industry, and never have. I have said from the first that it is the coming thing, and I think all would say that my works have shown my faith in it, if they would know all that I have done in connection with the sport.

I hope to hear from Mr. Moskovics often through the Bieyeling World. I wish I might say something to wake up others, for it gives me more to think about in connectin with the sport.

I want to say in this connection that I have issued a synopsis of the "Corson" Relay Motor Cycle Tour, and shall be glad to mail the same to all who are interested. There is a great interest already manifest in this town, from so short a notice, and it promises to be a grand success.

I notice in the Bicycling World of January 15 that medals are to be awarded to club members for the greatest mileage from March 1 to December 1. Being a member of this club, I am going to try for the gold medal. Now, will you join my tour, so as to be equal with me in this mileage contest?—(E. H. Corson.

Chain widths seem to have settled at ½ inch, practically every maker using this size on his better models,

LENGTH OF WHEEL BASE

Tandems are Vastly Benefitted by Elongation—One and Two Rider Theories.

The cycling world has ceased to lay so much stress upon long wheel bases, but their importance, or even necessity, where tandems are concerned is not to be denied. Only the fact that a "whippy" frame is likely to result, even with the most careful construction, prevented tandem wheel bases from being made much longer years ago. A 50 per cent increase would be an Improvement until the power is applied, and then the shoe would be on the other foot, for no amount of bracing would prevent a great waste of this power.

There are riders who believe that a tandem ridden by one person ruus as well as a single, some even going so far as to say that it runs better. This is probably a delusion, unless one's usual partner does not work his or her weight, but it is admitted that a good double runs better than it would be expected to when ridden by half its complement, and this is generally put down to the longer wheel base.

So far so good, but this is not an argument for a further lengthening of the wheel base forward. In fact, some machines are already too loug between the diagonal and the head. On the other hand, only a few isolated experiments have been made in the way of further lengthening the distance between the crank hanger and the rear axle. The great objection to this is due to the fact that the longer bottom tubes-in fact, the entire rear triangle of the frame-must be made disproportionately heavier to stand the driving strain. At the same time, the idea is well worthy of careful experiment, for the run of a tandem with only one rider on board is better than could be expected, and when a tandem is singly ridden it is well to recollect that the weight on the front wheel is about the same as on a single, as the distance between the saddle diagonal and the head is the same on double or single, or so nearly the same in most cases as to cause little or no difference in the weight on or the vertical lift by the steering wheel of the solitary rider on the front of a double.

Decline of Hand Pumps.

Hand pumps are but little used now, comparatively speaking. No one takes the time to inflate tires with them, unless caught on the road without a foot pump. Frequently, too, riders who carry pumps prefer to put up with a little more trouble and fasten a big pump to the frame.

Sweden Backslides.

Sweden's import of cycles during the best part of the season 1902, the months January to October totaled only 7,840 cycles, a reduction of 2,955 machines compared with the previous year—a decline of 27 per cent, of the total trade.

ROBINSON GETS A SET-BACK

Patent Office Refuses to Grant his Petition in Full in Coaster-Brake Case.

The most recent turn in the stubbornly contested interference case involving James S. Copeland's patent No. 679,185, April 29, 1898, and William Robinson's, No. 65,913, of June 25, 1901, covering a coaster brake, and which has occupied the attention of the Patent Office for some little time, is in the nature of a setback for Robinson.

The ruling was made by Commissioner Allen. His decision, which denies an appeal made by Robinson, is as follows:

"This is a petition by Robinson that the above entitled interference be remanded to the Examiner of Interferences, with instructions to revise his decision on the question of priority of invention by striking out certain matter said to be objectionable.

"This petition is accompanied by a motion addressed to the Examiner of Interferences and asking that his decision on priority be modified. This motion is unnecessary if the petition as drawn is considered and decided, for it is contrary to settled practice to remand a case for a decision and at the same time instruct the lower tribunal how to decide it.

"Robinson's application here involved was filed after that of Copeland; but in his testimony Robinson called attention to the fact that he had filed an earlier application before the date of conception alleged by Copeland, and he stated that such application disclosed the invention. That application is not directly involved in this interference, and was referred to merely as a part of Robinson's evidence that he was the prior inventor. It seems that Robinson has presented in the earlier case the claims involved in the present interference, and the Primary Examiner wrote him a letter, saying: 'They seem to be admissible in the present application.' In considering that application as a part of the evidence upon the question of priority the Examiner of Interferences found that it did not when filed disclose the present invention, and it was therefore not proof of invention at its date, although that invention was subsequently permitted to be inserted therein by amendment.

"This ruling by the Examiner of Interferences is one of the things objected to by the petitioner. He argues that as a matter of practice the Examiner of Interferences is bound by the ruling of the Primary Examiner that the earlier case as filed furnished a basis for the present claims. He says that this is a favorable decision by the Primary Examiner upon a question of merits and is not appealable or subject to review by another tribunal of the office.

"In this argument the petitioner loses sight of the fact that the ruling of the Primary Examiner was not made in this pro-

ceeding or in any case directly involved in this proceeding. It was merely an ex parte ruling, made in regard to an instrument afterward introduced as a part of the evidence in this case, and the party Copeland has heretofore had no opportunity to contest the question. If that earlier application had been directly included in the interference, Copeland might have contested the question whether or not it disclosed the invention by a motion to dissolve under Rule 122 or by a motion to shift the burden of proof, and he surely should not be deprived of all right to argue the question when the office does not officially include the application in the interference and the applicant himself merely introduces it as a part of his evidence. The earlier case and the rulings therein should not have greater force because they are brought into the interference by the applicant at a late stage of the proceedings than they would have if brought in by the office in the declaration. Robinson might have made a motion to shift the burden of proof and include his earlier case, and Copeland would then have had an opportunity to contest the matter before the Primary Examiner. Having failed to do so, and having merely referred to it as a part of his evidence, it is to be treated like other evidence and is subject to examination and construction by all of the tribunals that are called upon to consider the evidence.

"The Examiner of Interferences, therefore, properly gave his independent judgment upon the question, and the only way in which his decision can be reviewed is by an appeal upon the question of priority.

"In addition to the earlier case, the Examiner of Interferences referred in his decision to two later applications filed by Robinson not disclosing the present invention. Those later applications were not referred to in the record of this interference or in the testimony presented, and seem to have been discovered by the Examiner of Interferences from other records in this office. The petitioner contends that any reference to those cases is a violation of Rule 15, and particularly a reference giving the date and number, and he asks that the decision be revised by omitting all reference to them.

"Under the rules a party ordinarily has the right to expect that all applications filed by him will be preserved in secrecy. It is only under unusual circumstances that information will be given to third parties. This is a matter which may be considered on direct petition, although the decision may incidentally affect the decision of the Examiner of Interferences upon the question of priority of invention and exclude from consideration certain matter regarded by him as evidence upon that question.

"The Examiner of Interferences referred to the fact that the later applications of Robinson did not disclose the present invention as evidence tending to show that he was not continually directing his efforts to perfecting the present invention, as alleged by him. Those applications show improvements which, it is said, would hardly have been made by him if the present invention had been in his possession and had been regarded by him as satisfactory.

"These facts might have been brought out by Copeland, and they would undoubtedly have constituted relevant evidence, which might form the basis for some such conclusion as that drawn by the Examiner of Interferences; but it is not believed that the office should of its own motion refer to them in the record, and thereby give information to the opposing party. Those applications are pertinent as evidence only because of their subject matter, and therefore their bearing cannot be discussed except by referring to that subject matter. If Copeland is to discuss the question intelligently, therefore, it will be necessary for him to have knowledge of the cases. He is not entitled to that knowledge and is not even entitled to know that such applications have been filed. (Ex parte Morley, 99 O. G., 668.)

"As a general rule this office may take judicial notice of its own records; but it should not, in violation of the rule of secrecy, refer to those records in communications which go to strangers to a cause except for imperative reasons.

"In the present case a reference to Robinson's later applications was not necessary, since in a contested proceeding It is not the practice for the office to supplement the proofs upon one side or the other. It leaves it to the parties to bring out the facts. It is further no more proper for this office to bring new evidence into the case after the proofs are closed than it is for the parties to do so. It is a fundamental rule that a party should be permitted to meet and explain any evidence presented against him, and this he clearly cannot do if it is presented for the first time at final hearing or in the decision. In the present case it is possible that Robinson might have been able to bring to light new facts showing good reasons why his applications did not disclose the present invention if they had been presented before he closed his testimony. Those facts might have shown that the conclusion drawn from the filing of those cases was not the right one.

"It is held that the Examiner of Interferences should not have referred to Robinson's later applications not mentioned in the record, and therefore the petition in so far as it asks that the Examiner of Interferences be required to revise his decision as to this matter is granted, and proceedings are suspended pending such action by him,

"As to the other matters the petition is denied.

About Adjusting Bearings.

In adjusting a wheel bearing it will not do to get it just right and then screw the axie nuts tight. This will leave the bearing too tight, as a few turns of the wheel will make plain. To remedy it unscrew the cone a small fraction of a turn, leaving the bearing just a little loose, and then tighten the axle nut.

The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVI.

New York, U. S. A., Thursday, January 29, 1903.

No. 18

OPPOSITION COLLAPSES

Coleman-Gould Crowd Accept a Crumb and A. B. C. Reorganization now Unhindered.

The opposition to the Read-Pope plan of reorganizing the American Bicycle Co. has entirely collapsed, as The Bicycling World of last week stated was likely to prove the case.

Edwin Gould, Reuben Coleman and the other obstructionists who inaugurated a campaign of bluff in the belief, it is freely charged, that the Pope-Read interests would purchase their bonds to get them out of the way, have come down to earth and accepted a crumb which was thrown to them.

The crumb consists of a slight modification of the plan of reorganization providing that the second preferred stock shall be entitled to dividends at the rate of 5 per cent. cumulative after two years from February 1 next, instead of 6 per cent. non-cumulative.

This gave the obstructionists a chance to surrender with an appearance of gracefulness, and this they have done, Coleman and all the rest having already deposited their holdings with the Read committee and "called off" their private plan of reorganization, which never got beyond the talking point.

It is stated authoritatively that there is now deposited with the reorganization committee about 95 per cent. of the debentures, the time for deposit having been extended to February 2 inclusive.

With the collapse of the opposition, the reorganization of the company will be, of course, made easier; indeed, it is expected that within sixty days it will be placed entirely on its feet again.

Swearing off Old Debts.

Howard C. Winne, now a real estate broker in this city, has filed a petition in hankruptcy, with liabilities to the amount of \$3,763 and assets to the amount of \$28 in a debt due him. The liabilities were contracted from 1894 to 1902 for bicycles, advertising, money loaned, and notes. He was formerly in the bicycle business,

Held There Own Cycle Show.

With their customary enterprise the Kirk-Snell combination had a cycle show of their own in this city last week during the automobile exhibit in Madison Square Garden. The bicycles were displayed in a nearby hotel, and were visited by many dealers who were in town attending the automobile show and who took advantage of the opportunity to examine the new Yale and Snell models. Edward Buffum, the New England manager, was in charge, while the company's representatives in New York and New Jersey were also in attendance.

High Grade Saddies in Demand.

"Never before in our history have we been selling so many saddles or had so many orders on our books," said C. A. Persons, of the Persons Mfg. Co., on Tuesday. The fact that Persons saddles are all high grades makes the statement of happy augury. Incidentally, the Persons people have just added another model to their line, the Speedwell, which has a four-wire frame and a most ingenious clamp.

Bigelow Dowse Burned out.

The hig six-story store of the Bigelow-Dowse Co., Boston, one of the largest hardware, cycle and sporting goods jobbing houses in New England, was almost entirely destroyed by fire on Tuesday night last. The fire raged for five hours, the stock of ammunition making it a dangerous one to fight. The loss is placed at \$250,000.

Wisconsin Will Have two Models.

For 1903, the Wisconsin Wheel Works, of Racine, will market their motor bicycle in two models, one of which will be a powerful machine styled the "M. M. M."—the "Mitchell Mile a Minute." It will incorporate several radical departures and differ in frame lines and position of motor from the Mitchell of last year.

The Unidentified New Star.

From Wabash, Ind., comes a newspaper report that the "New Star manufacturing plant, for the manufacture of bicycles, is in operation, and will soon be employing from 50 to 100 hands." The identity of the concern has not, however, yet been established.

PENNSYLVANIA'S VICTORY

Court's Decision in Inner-Tube Sult Proves of Sweeping and Emphatic Character.

The judgment in favor of the Pennsylvania Rubber Co. in the suit brought against them by Morgan & Wright for infringement of what is termed the pinched-end type of inner tube, and which was briefly reported in last week's Bicycling World, proves to be sweeping and emphatic in its terms.

Judge Buffington of the United States Circuit Court for the Western District of Pennsylvania, who handed down the decision, finds that not only did the Pennsylvania Rubber Co. not infringe the patent involved, but that in order to secure a grant of the patent Morgan & Wright, after suffering a rejection by the Patent Office, so amended their application as to make plain the impossibility of such infringement as was charged.

The decision in full, which has been awaited by the trade with some interest, is as follows:

"This is a bill in equity brought by Morgan & Wright against the Pennsylvania Rubber Co. for alleged infringement of claims 3, 5, 6, 7 and 8 of Patent No. 502,047, granted July 25, 1893, for a pneumatic tire. As the case turns on infringement, we assume the validity of the patent.

"The tire described in the patent consists of a non-continuous inflatable air tube inserted through a limited opening into a continuous non-inflatable sheath. The distinctive feature of this tube-tire is its closure. Mechanically this is done by flattening or closing its end portions outward from the closure fine and vulcanizing the tube 'so as to practically unite the meeting sides of each flattened end as one solid piece.' The object of this flattened-end, solid piece, extension-joint structure as contrasted with slmply ciosing the tube at terminal points is, as stated by the patent, threefold. The first is the joint-strength thereby secured: 'By flattening and closing the end portions of the air tube as aforesaid, we adapt them to withstand leakage under the strain of inflation, since in place of simply closing the

tube at terminal points we permanently unite its opposite walls along the end portions of the tube, which unlon extends hack some distance from the terminals of the structure, and render such flattened portions practically solid.' The second is the automatic reinforcement of such joint when inflated in a sheath, from being clamped against the sheath wall by its own inflatable end: 'This arrangement also permits us to lap the flattened end portions of the tube npon its inflatable portlons, which latter when inflated will clamp the flattened end portions against the inner wall of the sheath thereby firmly holding them and avoiding any and all displacement during service, and effectively securing the tube against leakage.' Third, the overlapping of the solid ends and the inflatable end portions of the tire unite to make a practically solid continnous tube, the flattened end portions being forced into tube shape by the sheath walls and the inflated tube end, while the abutting or opposing inflatable ends of the tube make a flexible, diagonally arranged partition: 'The flattened terminals a of the air tube shown in said figs. 5 and 6 lap to some extent the inflatable end portions of the tube, and hence when the tube is inflated the transversely flattened end portions of the tube will be pressed and firmly held against the inside wall of the sheath, and when thus held against the transversely circular or curved inner wall of the sheath the said flattened ends of the air tube will be cansed by the internal pressure to partake of the transverse curvature of the wall of the sheath and thereby lie close to the same and occupy but very little space. The tube thus inflated will have the practical effect of a continuous tube, since the abutting or opposing lapping inflatable portions of the tube, as at a', will be pressed closely together by the confined body of air, and will lie within the sheath so as to form a flexible diagonally arranged partition which will in no wise interfere with the general elasticity of the inflated tires.'

"An examination of the specification, drawings and proceedings in the Patent Office shows that the solld flattened tube end was a distinctive feature of the invention urged in securing the patent. Not only do we find the element of a flattened end portion carried into each claim here involved, but it was inserted after rejection and its presence urged as a ground for patent grant. A division examiner said: 'The gist of the rejected claim is an air tube with overlapping flattened ends.' And the examiner in chief: 'The object aimed at, and secured, by flattening the ends of the air tubes, is to afford means for tightly and reliably closing them prior to inflating, and adapting them when the tire is inserted in the sheath to overlap, so that the flat ends will each rest upon a portion of the tube which expands on inflation, and preserves a perfectly cylindrical form.'

"Having obtained the patent after inserting this limitation in the claims, the patentees cannot ask for a construction as broad as the claim prior to such limitation. (Knapp vs. Moore, 150 U. S., 221.) Such being the case, it is clear to us no infringement is here shown. The respondent has no flattened end and no closure by a flattened end. Its closure is wholly terminal, in that the tire is inflated to its extreme end. To say the respondent strengthens and reinforces such closure, and therefore infringes the patent, is to beg the question. True, it does strengthen and reinforce such closure, but it is by attaching to the inflated portion behind it. This is reinforcement of a different type from the patent. The latter was not granted a claim for any reinforced closure, but for a closure reinforced by flattened ends. By the grant of the patent the door was not closed to all improvement in this line.

"To our mind the respondent has found a different mode of closure, and such mode is not by a flattened end. When the patentees, speaking by their counsel, said in urging the grant of this patent, 'In order to effectively close the ends of this light and comparatively delicate structure, the end portions of the tube are, prior to vulcanization, flattened down, and with a view of so expressing such flattening as to satify the examiner that applicants desire to cover only what they have invented, they have, in each of the above claims, defined the flattening as a transverse flattening, since by taking a section transversely through the end portions of the tube it will be found to be flattened transversely. Applicants have also particularly specified the fact that the end portions of the tube are thus transversely flattened. By such arrangement a sufficient portion of the tube is flattened down and closed to resist all liability of rupture when the tube is inflated,' they must be held to have meant what they then said. Presumably the patent authorities regarded their invention as the patentees thus construed it and granted the patent accordingly. Now, the specification, the drawings and the Patent Office proceedings make it clear that the flattened end disclosed was one beyond and not within the line of closure.

"If the patentees had in view a claim for an inflatable tapering end or flattening gradually to a closure at the terminal of the tube, they neither disclosed such invention nor were granted such claim. The invention disclosed is not that of a flattening end on the inflatable side of the closure line, but of a flattened end on the non-inflatable side thereof. To hold this respondent guilty of infringement would be to expand by judicial construction these claims to cover what the patentees did not disclose and impliedly disclaimed by the acceptance of claims with the self-imposed limitation of flattened ends. Let a decree be drawn dismissing the bill."

Nearly all of the English cycling papers hint broadly of the distress of an unnamed American company with important English connections. Is it possible that some importer has a grievance and is using the press of his country to "sandbag" the American exporter, as one of them recently threatened to do?

REPUTATIONS AND SALES

How the Methods of Two Concerns Affected Their Travellers.

They were talking of a traveling man who had recently changed position from a notorious New York price cutting and joblot house to one of clean reputation. In the employ of the former he proved a failure; for his new employer he proving a jewel. When the fact was remarked, a man who had previously travelled for the cut-price jobber exclaimed;

"You don't know what it means to travel for a concern like that one. Why, when I went into a bicycle store I usually did so in fear and trembling. I never knew when I would be thrown out. I always mentioned the name of the concern I represented cantiously and kept my eye ou the dealer with whom I was talking, to note the effect. If it caused him to 'explode,' as it often did, I would switch him over to a Philadelphia house, not so well known, which, although owned by the same man, operated under another name. I stood that sort of thing for two months and then threw up the job."

Variable Gear Finds Favor.

"How's business?"

The time honored question was put to that old reliable barometer of trade conditions, Elliott Mason, the Columbia manager in New York.

"Good. That two-speed is selling now, and taking orders for it reminds me of old times. They just look at it and hand in their names to go on the list. We will begin delivery about the first of February, and it will be sharp work from then on.

Everything looks bright. Colonel Pope is happy and sanguine and all seems clear ahead—except that there is going to be a shortage of material for awhile at least. Every one held back to see what was going to become of the A. B. C. Now they are rushing orders in like mad, and they can't get the goods. There's going to be a shortage of steel, forgings, stampings and nearly everything else."

Catalogue of the Orient.

Six styles of singles, besides a tandem and a motor bicycle are neatly displayed in the cuts of the new 1903 catalogue issued by the Waltham Mfg. Co. Four of the singles are Orient models, three diamond frames and a drop frame, while two are Waltham models. The motor bicycle is the one with the 3 horse power engine that lists at \$250. The whole line of goods embodies all the well known and reliable features of Waltham construction and finish. There are no essential changes, for none was needed.

An Australian correspondent says that the cycle trade there is very lively. The squatters have discarded their horses for bicycles because of food being so dear.

YEAR'S SHRINKAGE, \$17,982

Despite Japan's big Purchases, December Falls to Stem the Decline in Exports.

If one enjoys "close shaves" the results of the year's exports will afford enjoyment. They come within a "close shave"—some \$18,000—of turning the long continued annual decline into a slight movement in the other and upward direction.

Japan did nobly to contribute to that end, almost doubling its purchases and proving the American trade's best friend, but to no purpose. The expected losses in the United Kingdom and British North America were more than sufficient to offset the gain in the Flowery Kingdom. The most surprising feature of the statistics is the \$25,000 increase in Germany, where the fight against the "American monster" has been fiercest and most yenemous.

Other notable advances were those in Africa, Australia and Italy, and, though smaller in volume, those in Mexico, Argentina and Brazil are not without significance, although declines in "Other South America" rather minimize it.

Of the losses, that in Belgium and the Netherlands are hardest to account for, while those in China show that the gains following the war were of fictitious promise, like the war gains in Cuba and the Philippines

The closing month contributed to the year's discomfiture. The comparatively large increases in France Argentina and Japan were set at naught by the losses in England, Germany and Africa.

The figures for the month and the year

follow:

Record in Catalogue Work.

Harris Parker is proud. He does not say so, nor is he the less cordial because of his pride, which most men will agree is justifiable. Parker is, of course, the Parker who manages the jobbing house of C. B. Barker & Co., Ltd., of this city, and as The Bicycling World stated at the time he was "put to it" by the complete destruction by fire of the Barker 1903 catalogue at about the time it was due from the printer.

The fire occurred on January 5th, but wiped out all "copy," electrotypes, proofs and memoranda. After waiting several days to ascertain if anything could be recovered from the wreck which would aid the reissuing of the catalogue, and such hopes proving vain, on January 10 Parker commenced to get together the necessary data, information, electrotypes, etc., for the reproduction of the catalogue. By burning midnight oil and prodding the printer the work was accomplished, and on January 21st complete catalogues were mailed in the New York post office, one of them reaching The Bicycling World the next morning.

As the catalogue is one of 82 pages and cover and illustrates some 500 different articles, the magnitude of issuing such a work within eleven days may be appreciated and the couse of Parker's pride be understood.

England's Great Export Year.

England's exports of bicycles held true to the end of the year. Each month of the twelve accounted for a substantial increase. The December shipment attained a value of £64,689, as against £56,792 in December, 1901. The year's total has not yet been reckoned, but is certain to prove of an inspiring nature.

	Decem	ber	Twelve months ending Dec.		
Exported to] 1901.	1902.	1900.	1901.	1902.
United Kingdom	 19.415	$\begin{bmatrix} & & & & & & & & & & & & & & & & & & &$	$\frac{1}{442,899}$	502.163	386,227
Belgium (a)	3,281	4.345	112,000	36.634	48,006
France	16,960		181.972	209,706	200,065
Germany	24,982	4,280	340,944	227,966	253,101
Italy (a)	4,760			52,909	65,994
Netherlands (a)	6,590			146,873	135,578
Other Europe	16,408	15,324	670,876	290,698	292,520
British North America	3,834	5,260	369,119	291,026	171,349
Central American States and					
British Honduras	578	553	2,727	6,132	3,258
Mexico	3,246	2,267	15,901	23,862	27,052
Cuba	1,552	1.552	68,466	14,345	12,320
Porto Rico (b)			1,461		
Other West Indies and Bermuda.	3,791	2,899	49,889	51,141	47,074
Argentina	1,262	4,098	75,694	9,174	10,710
Brazil	279	484	19,055	6,249	6,799
Colombia	200	40]	3,525	912	937
Venezuela (c)	19	6		1,615	462
Other South America	2,047	1.568	41,604	27,858	19,844
Chinese Empire	2,116	1,386	21,333	56,093	25,794
British East Indies	6,819	7,340	62,322	.57,799	54,631
Hong Kong	50	142	10,499	3,735	5,640
Japan	22,172	45,239	245,622	223,787	419,767
British Australasia	20,692	20,470	227,534	198,886	221,432
Hawaii (b)			32,473		
Philippine Islands	4,543	425	71,738	33,895	19,282
Other Asia and Oceania	1,413	1,429	28,618	23,451	28,094
British Africa	11.627	5,728	*76,373	94,723	114,956
All other Africa	1,628	994		7,323	10,351
Other countries			417	282	12
Total	180,264	174,116	3,061,061	2,599,237	2,581,255

⁽a) Included in "Other Europe" prior to January, 1901. (b) Now American possessions. (c) Included in "Other South America" prior to January, 1901. *Including British Afdica and all other Africa,

MEETING OF N. C. A.

Single Pacing Machine Likely to be Adopted —The Paced Racing Circuit.

Concerning the proposed circuit for deciding the pace-following championship this year, which has created so much discussion, pro and con, Chairman Batchelder, of the N. C. A. Board of Control, was asked if it would go through, and his reply left no doubt but what it would.

The annual meeting of the N. C. A. is to be held next Tuesday at 1.30 a. m., in the Astor House, New York, and the day before that the track owners are to get together and arrange the details of the circuit. Speaking of the matter Mr. Batchelder said:

"While it may be true that there are a couple of track owners and a couple of riders who are not convinced that the plan for a circuit is a wise one, the opinion prevails that they will be converted when they all meet on Monday. There doesn't appear to be anything else in sight for the pace followers but a circuit. It may require several sessions on Monday and after that to get the details all straightened out, but it will surely go through, single pacing machines and all.

"One of the reasons for such a circuit, you understand, is that it is the only decisive way in which the championship can be worked ont. Another reason is that the public will be more interested in paced races if it knows that the men are riding for something beside the victory in the particular race being matched. Again, it will be a better business proposition for the track cwners and for the riders.

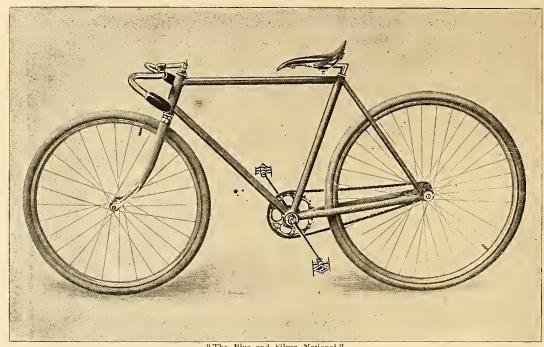
"There will be twelve tracks in the circuit, six north and six south, and the riding will be started with twelve men and three substitutes. All the mcn who have any championship possibilities in them will have a chance. The substitutes will be kept to replace a man who may be injured or taken sick, so that a date for a race may not be spoiled. The points won by a substitute will go to the credit of the man be represents. but whatever money he wins will be hls. There will be three men in each race, with points for each. With this arrangement there will be three men racing on the Revere Beach, Charles River and Providence tracks one week, while another three will be making the circuit of the Worcester, Springfield and Hartford tracks. The following week the men will be all matched off in different trios and appear at different tracks. The same thing will be going on on the tracks in the Southern section, Philadelphia, Baltimore, Washington and so on, and at the end of two weeks there will be a shift for the riders from North to South, and vice versa. The schedule will be arranged so that every man will meet every other one at least once.

"There are also the grand prizes to be considered, and they should be large ones. The fund for the grand prizes will be formed by putting aside 5 per cent. from the gross receipts of every race meet, whether it is a financial success or not. At the end of the season this will be allotted to the first five men in proportion to the number of points

they have."

ANOTHER NATIONAL

KIND-NOT LIKE OTHER BICYCLES."



"The Blue and Silver National"

In many years we have not offered a model whose instant success was so pronounced.

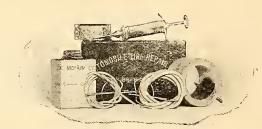
Model 61 Special has "caught on" with the dealers who have seen it.

We hope you will not be late in placing your orders for "the 1903 winner."

National Cycle Mfg. Co. BAY CITY, MICH.

Makers of trade winning bicycles only.

Fisk 1903 Specialties



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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, JANUARY 29, 1903.

Trailers, Forecarriages and Tandems.

To our mind, the people who are reckoning on a great vogue of the trailer are reckoning unwisely. We have small idea that it will ever come into more than extremely limited use in this country. Abroad, where it has attained a degree of favor, signs are not wanting that its popularity is already on the decline.

The trailer, hitched to the rear of a bicycle of any sort, is too toylike and suggestive of a child's wagon to appeal strongly to the multitude. More than this, it is undignified and uncompanionable, and as applied to motor bicycles is in direct line of all odor and dust.

These facts seem so apparent that in the face of them it is difficult to understand how any one can invest either much time or money in contrivances of the sort.

The attachable forecarriage offers far greater possibilities. Just as its position is the reverse of the trailer, so are its benefits increased. It is companionable and dlgni-

fied and out of the way of dust and odor, and, as we said long ago, it is the forecarriage that promises both the inventor and the merchant the greatest return.

But the trailer and the forecarriage alike convert the single track bicycle into a threetracker, and thus narrow its range of use, limiting it to sections where good roads abound. This situation makes unmistakably for the increase of motor tandems, which have been so slow in coming as to give cause for wonder. It does not, however, alter the fact that the motor tandem is an the if not the ideal machine for companionable and all-around use, and as we have said on several occasions, it is our belief that the opportunity is ripe and open for a comparatively small maker or assembler to throw himself into the breach and earn both money and reputation for himself by making a specialty of tandems of the sort.

Chance for New York Cyclists.

From the very beginning of cycling the spring saddle has been synonymous with comfort, comparable to the Pullman coach in luxury-providing qualities. Speedmen have tabooed it on the ground that, like all springs, it "eats power;" other riders have decried it because of the few onnces of extra weight that it necessitated. Hence springs have been alternately frowned upon and countenanced. Just as sure as the hard, unyielding saddles became fashionable, the time would come when a demand for the spring type arose, and had to be satisfied.

When the hard-tired safety was at the height of its popularity—and surely that was the machine of all others that most needed something to intercept the fearsome vibration that affected it—spring saddles were not enough. The gooseneck saddle post made its appearance, and for a while it cut a wide swath, being made in all sorts of fantastic shapes, sizes and weights, and accomplishing a considerable amount of good.

Then the pneumatic tire appeared, and upon its coming into general use springs of all sorts were sent scuttling down the halls of time in the belief that the air-shod wheel needed no vibration-destroying devices of any kind.

Since then we have learned differently. There is, and has been for several years, a revolt against springless and cushionless machines, a revolt which was helped by the very marked decrease in the size of tires. The two-inch diameters of the old

rag tire, and the Inch and three-quarters and inch and seven-eighths sizes of its immediate successors, interposed a pretty efficient buffer between the rider and the road shocks, and he got along very comfortably with semi-springless and springless saddles. But when diameters dwindled and cushioning properties shrunk proportionately, it put a very different face on the matter.

At the present time the demand for more comfort is a strong and steadily increasing one. Roads improve slowly, and their shock-producing capacity does not seem to lessen even in the smallest degree. If the prejudice against springs and cushions still exists in many quarters, as there is every reason to believe, it is counterbalanced by an increasing impatience with the vibratory hogy; while a third factor is a greater willingness to accept what was formerly viewed as power eaters, viz., big, comfortable, springy saddles.

There is no reason to look for an increase in tire diameters, which would be one way of attaining the desired end. Obviously, therefore, the wheels being practically ont of the question, the saddle, the forks and the frame are the points to which we must turn for relief.

Contributions to Cycling Comfort.

Two legislative victories have been gained recently by the wheelmen in New York City, acting co-operatively with the automobilists and road drivers, but one of them is of a nature that yet may be overthrown. The traffic ordinance, introduced by President Oatman, of the Associated Cycling Clubs, it is known, will be reported upon favorably by the Law Committee, together with the amendment granting a speed limit of eight miles an hour in the populous parts of the city and fifteen miles an hour in the suburbs, and this probably will before long become a law.

The infamous street sprinkling ordinance, so drawn that the present monopoly would have almost an exclusive chance at being continued in power, was passed by the Board of Aldermen by a handsome majority, but, thanks to an earnest appeal to the Mayor by the different organizations interested, it will be vetoed.

This, however, may not be the end of the matter, and it is for the purpose of calling the attention of those interested to the situation and the need of still more work that this is penned. The Marks ordinance was passed by the Board of Aldermen on Janu-

ary 20 by a vote of 51 yeas to 7 nays. The total vote of the body is 79, so there were 21 Aldermen either not present or not voting. It requires a two-thirds vote of the total to pass a bill over a veto, or 53 votes. Thus it is necessary for those seeking to preserve the grip of the sprinkling monopoly on the city to hold their 51 votes and obtain only two more from the list of the 21 who did not vote before in order to override the Mayor's disapproval. This is supposing that the seven who voted in the negative stand firm, as they probably will. It is more than likely that some of the 51 will shift their vote. One additional vote in the negative that can be counted upon is that of Alderman Oatman, who was unavoidably absent when the bill was brought

In whatever way the matter is viewed, the danger is apparent of the bill being passed over the veto, for there is no doubt about the anxiety of the man who drew the bill and that of his associates to have it become a law. They are patriots who do not want to see the city's money wasted. There are flowers in the Aldermanic garden that cannot be scotched by a veto—when well sprinkled they revive.

There is little doubt but what an attempt will be made to re-pass the ordinance.

There is just one way to prevent its being done.

Members of the various organizations interested should make a personal canvass and bring pressure to bear upon their own Aldermanic representatives. Get the statements of influential residents and business men in the district and show your Alderman that in voting for this monopoly he is "going up against it." All you have to do is to put it to the storekeepers and residents whether they had rather pay the present monopoly so much a month to have the streets indecently flooded-or left dry if they don't pay-or had rather be taxed indirectly for the sprinkling of the whole city and have it done properly in connection with the street cleaning.

On another page will be found the story of the hearing before Mayor Low and at the end of it the names of the Aldermen who voted for and those who voted against the ordinance. Pick out the name of your own representative and, no matter which way he voted, see him and learn how he stands.

Two British Views.

There is a time in the life of man when his age, if not his utterances, is entitled to re-

spect. Mr. Henry Sturmey, of London, has reached that period. We respect his years. His almost unqualified damnation of American bieycles is drivel. Such damnation is not new. It has, indeed, been so long engaged in as to be "quite English, you know," and with the average Englishmen priding himself on his tenacity, his stubborness, it is of small avail to even atempt to sway his opinion. In his purblind pigheadedness he does not seem to consider how ridiculous he appears when he seeks to convince the world that only English goods are good goods, which in effect is to imply that all other peoples, which includes all who make or buy other goods, are fools, and that all the skill and intelligence and conscientionsness are confined to his "tight little isle."

We who have had experience with English bicycles and with American bicycles know that there are good ones made in both countries, and that bad ones also are to be had in either place; and when Mr. Sturmey attempts to write down some of the proudest bicycles made in the United States or anywhere else it is charitable to say that he writes himself an aged and aging ass.

We have received ideas from England; England has received ideas from us, and, happily, all Englishmen are not Sturmeys and therefore blind to the fact. As evidence let the following from the Cycle Trader speak for itself:

"In looking back at the American invasion in the cycle business we remember particularly the amount of press work which characterized those machines. At that time we were building cycles with somewhat heavy and tapered malleable iron lugs, and the lighter appearance of the Yankee machine did not appeal to us as being by any means an ideal design, judged from our standard of comparison. The square parallel lugs of the frames, the trapped fork ends with light tube and in some cases flush joints, with some other features purely American, did not appeal to our English ideas of what a reliable bicycle should be. As our readers know, the American invasion was quickly and easily repelled, and the American bicycle very soon sank into a very insignificant position. Yet a careful study of the manufacturing processes which have to be passed through before a complete bicycle is put on the market shows us that in this country we have, in a great measure, copied and profited by the work of our transatlantic cousins. More particularly is this to be seen in the case of the

stamped or pressed work which the Americans have for so long a time adopted in the making of many of the components which go to make up a complete bicycle. Take, for instance, such a concern as the Raleigh Cycle Co., turning out a thoroughly English type of bicycle. This concern has an enormous press plant, and wherever possible diseards malleable iron in place of pressed steel in the construction of their cycles. The Rudge-Whitworth Co. have perhaps gone further toward adopting American methods than any other English firm. Their latest patterns include such radically American devices as a two piece hanger, expanders for clamping handle bar, and seat post adjustment instead of the usual English head and seat clips, while -greatest departure of all-they have adopted a flush joint frame built up of pressed steel work-another instance of the power press and rolling mill taking the place of the iron foundry and annealing furnace. Yet another firm, who have devoted considerable time to power press work, and who were among the first advocates of this class of work, is the Eadie Mfg. Co., whose high class component work is known all over the world. This extended use of the power press marks a distinct step forward in manufacturing economy, and will be sure to be followed by other innovations of a similar nature, and probably of American origin."

Our Declining Exports.

If it were not such an old, old story, the further decline of our exports as disclosed by the totals for the year, published in another column, would make intensely disagreeable reading. As it is, it is best to accept it as the inevitable and let it go at that.

Urgings are of no effect on the trade. The makers seem content with what falls or comes to them. The fact that England and Germany, despite our sales within their confines, have made substantial increases during each month of the year has failed to spur them on, and were it not that Japan came to us—we certainly did not go to Japan—the picture of the year would be sorrier than it is

There are some things which it is possible to grin and bear. The export conditions must perforce be borne. It is possible to view them and grin only when tickled by the idea that nothing is so bad but that it might be worse.

SPRINKLING JOB NIPPED

Mayor to Veto Marks Ordinance, but Work is Needed to Prevent it Re-Passing.

Temporarily a victory has been gained by the wheelmen and other road users against the Street Sprinkling Association that has befouled the city of New York and made the streets dangerous for ten years, and the friends it has mysterionsly gained in the Board of Aldermen. Just before the Bieyeling World went to press Mayor Low announced that he would veto the ordinance drawn by Isaac Marks and passed by the Board of Aldermen on January 20. This was the shameless ordinance substituted for the one drawn by the wheelmen and introduced by Alderman Oatman. The Marks ordinance was one that could hardly have been more favorable to the Street Sprinkling Association if it had mentioned the name of that monopoly, which has used the water of the city so as to endanger the health and life of its citizens.

In response to resolutions of protest sent to him by various organizations Mayor Low called a hearing for Thursday noon on the ordinance, which was then in his hands for signature. Nearly all the representative associations of road users were present.

Alderman J. C. Meyers, who was the only member of the aldermanic law committee to sign a minority report against the favorable report of his colleagues on the committee, was the first speaker. He said if the city was going to give a contract to a private corporation, it should do it by advertising for bids, and this was not provided for in the bill, too much being left to the discretion of the borough presidents. If such a contract should be made the city should get as much as possible out of it. He also said it would be unfortunate to have a borough president tie up the city for ten years by a contract with any private citizen or corporation.

Alderman Joseph Oatman, president of the Associated Cycling Clubs of New York, told how improperly the Street Sprinkling Association had watered the streets by flooding instead of sprinkling them, and thereby endangered the lives of cyclists and others. He recited how this Street Sprinkling Association, which had a contract to pay the city \$28,000 annually, was incorporated first in West Virginia, with a capital of \$500, and then in New York State, with a capital of \$700, and had enjoyed the monopoly of street sprinkling for ten years.

J. Thompson, who had a big book of statutes with him, talked in opposition to the Mayor signing the ordinance until the Mayor interrupted him, saying that the time for the hearing was limited, and that there were others present who might want to speak. Thompson, thus sat upon, sat down, but this entting rebuke was not enough to keep thin quiet. At two other times he

arose to go on talking, but each time he was interrupted and cut off by others. Thompson at last remained standing while others talked, but, failing to regain possession of the floor alone so that he could listen to himself again, he put on his coat and adjourned himself. The hearing went on.

H. D. Loekwood, of the Merchants' Association, asked in the name of the merchants that the Marks ordinance be vetoed. He said that the association was sending out 14,000 circular letters to merchants asking for their opinions on the ordinance.

W. W. Niles, counsel for the Automobile Club of America and also the National Association of Automobile Manufacturers, spoke against the ordinance being signed. He told how he had seen a heap of dirt, carefully gathered up by one of the employes of the Street Cleaning Department converted into filth and scattered about the street by a watering cart of the private sprinkling contractor. He said that the letting of such a contract to a private corporation was one of the strange, irrational things that occasionally occur in an ordinarily well managed city.

Josiah Pumpelly, representing the West End Association and the City Improvement Society, also asked that the bill be vetoed.

The Street Sprinkling Association did not come to the front itself, but Alderman Marks of the law committee, who drew the bill, and Alderman Armitage Mathews, chairman of the law committee, were there to support the ordinance, and they were the only ones that did so. Alderman Marks urged that, if passed, his ordinance would save the city money, because it would cost more than a million to have the Street Cleaning Department take charge of the matter. His estimate of cost was about three times the estimate made by Street Cleaning Commissioner Woodbury, but he went on glibly to tell how he himself had moved to have the words "experienced in street sprinkling" stricken out, which was done, but he did not call attention that just before it was passed he moved to have the ordinance further amended by slipping in the words "or corporation," which also was done, and which let in the Street Sprinkling Association of the prosperous, politic and generous Mr. Hildebrandt. It was immediately pointed out that the words suexperienced in street sprinkling" were not necessary to insure the contract to the present corporation, because it has the plant and the stock and the experience; and no one could successfully compete with it in a race for a sprinkling contract. The monopoly seems also to have some political pull, which is important.

Armitage Mathews made an effort to justify the part of the bill which says a borough president may make a contract for "not longer than ten years" by explaining that this does not compel a contract to be made for ten years.

Mayor Low said that he knew the street sprinkling had been badly done, and he thought it never will be done properly until the city takes charge of it. He said that there was no more sense in having the streets cleaned by one department and watered by another than there was in being shaved by one barber and having your face washed by another. There were, besides, some other objections to the bill, such as there being no restriction to the amount of water to be used, which would impel him to return the document without his approval.

This unfortunately may not be the end of the matter, for to pass the ordinance over the Mayor's veto requires two-thirds of the total vote of the Board of Aldermen, which is seventy-nine, or fifty-three votes to make the Street Sprinkling Association a winner. The vote on which the ordinance was' passed on January 20 was 51 to 7. Thus it will be seen that if the friends of the bill can hold their own they will have to win over only two votes in order to win out for the monopoly.

In order that the proposition contained in the ordinance and the amendments to which reference has been made may be better understood, the following passages are quoted from the Marks ordinance:

Any resident citizen or corporation [experienced in street sprinkling] may make written application to the president of a borough for authority to sprinkle the streets and avenues of such borough, accompanied by evidence satisfactory to such president of the fitness and ability of the applicant to perform such service, and evidence of the desire of a reasonable number of the occupants of premises in such borough that such sprinkling ought to be done. And therenpon such borough president shall, upon receiving a bond, as hereinafter provided, enter into a contract on behalf of the city with such applicant for the sprinkling of the streets and avenues of such borough with such water as may be conveniently available for the purpose.

Such contract shall specify the part of each year during which such sprinkling shall be done, which shall not begin earlier than March 1 nor be continued later than November 30; the period of time it shall remain in force, which shall not be more than ten years; the amount to be paid to the city, which shall not be less than \$25 a month for each vehicle that shall be employed using in such service water from a public supply, and a license fee of the same amount as is or may be required to be paid by public truckmen for each such vehicle not using water from a public supply; and the times when the manner in which all such payments shall be made; and such reasonable regulations relative thereto and to the conduct of said business as to such borough president shall seem meet. The part underscored was put in on motion of Alderman Marks and the parts in brackets was stricken out on his motion, just before the bill was passed.

In order that voters may know how their representatives acted with regard to the queer proceedings on this queer ordinance

the following is given from the official minutes of the Board of Aldermen, showing how the different members present voted on January 20, when the Marks ordinance, the passage of which should be worth a pretty penny to the Street Sprinkling Association was rushed through:

Affirmative—Aldermen Alt, Baldwin, Behrmann, Bennett, Brenner, Bridges, Chambers, Coggey, Culkin, Devlin, Dickinson Diemer, Dietz, Donohue Doull Dowling Downing, Florence, Foley, Gaffney, Gillen, Gillies, Haggerty, Harburger, Harnischfeger, Higgins, Holler, Holmes Jones, Keely, Kennedy, Klett, Leitner, Lundy, McCarthy, Thomas F. McCaul, Malone Maloy, Marks, Mathews, Owens, Porges, Richter, Seebeck, Shea, Tebbetts, Twomey, Wafer, Whitaker, Wirth and the president of the Board of Aldermen—51.

Negative—Aldermen Goodman, John T. McCall, Meyers, Parsons, Peck, Stewart; President Cantor, Borough of Manhattan—7.

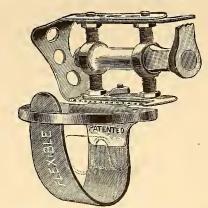
Well Worth the Price.

Ignorance may be bliss under certain conditions, but while there's left an extra copy of the Bicycling World's twenty-fifth anniversary number there is no excuse for those interested in cycling who confess ignorance of the men and events that made cycling history. The extra copies are not yet exhausted.

"All straight surfaces become more or less rounding in the process of hardening."

Advantages of Cole's Toe Clip.

Seeing the opportunity and realizing the advantage of such an article for such purposes, the G. W. Cole Co., this city, are making the most of their toe clip, here illustrated, for use on motor bicycles and hicy-



cles equipped with coaster brakes. There is no doubt of the value of toe clips on such machines, and the Cole article being flexible and so designed as to hold the feet secure and without marring the rider's shoes, has claims to consideration that are not to be gainsaid.

Fenn Makes a Fortune.

Willet Fenn, the former blacksmith of Waterbury, Conn., is the inventor of an attachment to a ploughshare, on which he is said to have already netted \$30,000.

The Price Surprised Him.

"Many riders do not know how cheap cycle parts and sundries are now, or they would buy them more freely," remarked a Brooklyn tradesman recently. "They go on making use of the old ones or having them repaired when it would be better and almost as cheap to get new ones.

"A man came into the store the other day and inquired how much it would cost to have some parts replaced on a saddle. I told him 75 cents, and added that for \$1.50 I would sell him a new saddle. He was much astonished, and said that he would take the new saddle, of course; that he would have done it long ago if he had had any idea that the price was so low. Apparently he thought that a saddle would still cost him \$4 or \$5, and he did not care to put that much money into it.

"There are plenty of riders like him, who put up with old style, worn-out saddles, pedals and such things simply because they have no idea that prices are down to bed rock."

The Retail Record.

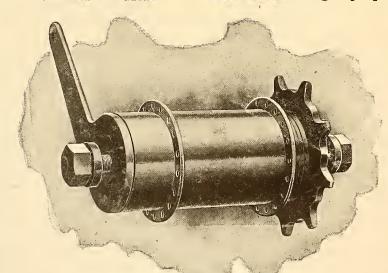
Caribou, Me.—Lafferty shop burned out. Bangor, Me.—Bangor Sporting Goods Co. purchases stock of W. H. Bracket & Co.

New Haven, Conn.—McGowan Cycle Co. changed name to Pardee-Ellenberger Co.

Rockville Center, N. Y.—Ollie Bedell sold out at auction.

Missoula, Mont.-Charles W. Bishop dead.

THE BARWEST



The Coaster Brake that stands for the most advanced principles, the most practical features, the best construction and that gives the greatest satisfaction.

The catalog contains some interesting particulars that are worth your reading and heeding

BARWEST COASTER BRAKE CO., 83 Chambers Street, NEW YORK, N. Y.

PACIFIC COAST DISTRIBUTORS: Phil. B. Bekeart Co., 114 Second St., San Francisco, Cal.

INSTALLMENT SALES.

Mention of the Subject Induces an Exchange of Experiences and Opinions.

"Considering how 'easy' we were in the matter of instalment sales in the heyday of the pastime, it is not altogether surprising that we do not regard that end of the business with unmixed pleasure," remarked one of the group of dealers who were talking over the prospect for business this spring. "As a matter of fact, an extensive trade of this sort, if improperly looked after, will ruin a business quicker than anything I know.

"But it is all in the way it is conducted. Instalment business can be made to pay, and for two reasons: First, there is, or should be, an advance in price for the time accommodation—an advance that much more than covers the interest charge. Second, it increases business by rendering possible sales that could not be made if spot cash were demanded. But it must be handled right or there will be au awful smash sooner or later."

"That's right," said another one of the party. "And the secret if success lies in using judgment in making sales and in looking sharply after collections.

"I recall one case that illustrates this," he went on. "A young fellow, a newspaper reporter, bought a machine from us, one costing \$135, with \$5 added for time payments. He paid \$25 or \$30 down, and the remainder was divided into monthly installments of \$5 each. The terms were unusually favorable to the buyer, and lower than was usual or even safe. But some people that we knew recommended the young man very highly, and we yielded the point.

"The sale was made about the middle of the summer, and for two or three months the payments were made promptly. Then one was delayed for a week or ten days, and paid only when we dunned the young fellow. The next month it was the same way, only worse, and by that time winter was coming on and I felt that there was trouble ahead.

"You know how hard it is to get men to keep up their payments during the winter. As long as the season is on in full swing, and everybody is riding, payments are pretty regular. But few people care to pay for something they are not getting good out of. So I made up my mind I would have a heart to heart talk with this particular delinquent and discover just how the land lay. Pay he must, or give up the wheel; and I did not want this alternative to be forced on me, fearing that it would be taken.

"Well, it did not take me long to find out where he stood, and where we stood, and it was rather a shock. The man earned \$8 a week—he was a new reporter, and not a full fledged one at that—and he had to pay \$5 a week for board and lodging. Then a

dollar or two went to his people, who lived in a little country place, and the dollar or two that was left was pretty nearly eaten up in 'incidentals.' 'You see,' he said to me in conclusion, 'there is not much left for you people.' Which was perfectly true, as he had the budget arranged.

"I was rather put out at the ridiculous position, and expressed my opinion. How had he managed to get the \$25 or \$30 for the first payment, and to keep up the monthly ones for a while? It was money he had saved; now it was gone, he told me. There were a few more questions I wanted to ask, such as why he had made a contract that he knew he could not carry out, why he could not cut down his 'incidentals,' and even his board and lodging bill?

"But what was the nse? That would only end in a row, and what I wanted was my money. So I kept my temper and talked him over into giving me \$1 a week. That was pretty nearly what the contract called for, and I knew it would not be lived up to, anyhow. As it turned out, he averaged about \$3 a month through the winter, which was really better than I expected. Then when spring came, and he got to riding again, he did a little better. A little later he got an increase in salary and managed to close the account by summer.

"Now, there was a case where the sale should never have been made. We did not investigate the case sufficiently. Had we followed up the first mistake by another one, and neglected to look closely after collections, we would have been out the best part of our money."

One Catalogue That Fills its Mission.

There is always one bicycle catalogue that deals in something more than pictures, platitudes and specifications; it has just made its appearance, and from the National Cycle Mfg. Co., Bay City, Mich., as a matter of course. The National people are one of two or three remaining manufacturers who appreciate that the mission of a catalogue is to help sell goods, and it is doubtful if any of these few catalogues serves its purpose quite so well as the National's. They really issue two catalogues, one of dry specifications, the other explaining in plain and readable language the features and wherein the National bicycles differ from others, and it is well done. It is a publication which riders may read and rival manufacturers imitate to their profit and the profit of the pastime and business.

Influence of a Fine Day.

During the next few weeks the desire to ride again will be felt by many riders who find cycling the best exercise they know of.

"When we have a fine day it makes me think of my wheel, and I determine to get it out and take a ride the first time the roads are anywhere near decent," said an old newspaper man to the Bicycling World man the other day. "I am never so well as when riding. It is a sort of tone that keeps me tuned up to concert pitch, and without it I go off a little."

WHEN "EXTRAS" RULED

Some of the Things for Which Old Wheelmen Paid and Without Grudging.

"It seems strange now to look back to the time when the standard pattern bicycle was shorn of all such 'luxuries' as ball pedals, cowhorn handle bars, spring saddles and the like. These were extras, and such small considerations as \$5 and \$10 were demanded for each of them. The rule was to charge practically the same for the 'extras' as if they had been bought ontright; that is, the allowance for the plain bearing pedals, etc., even if the change was specified before the machine was delivered, was as close to nothing as the maker could get." It was an old rider in a reminiscent mood who spoke.

"But we had to have all the new fandangoes, even of they did cost good money, and we made very little at the time. The first bicycle was always, or nearly always, bought without extras, so that the price of the machine could be kept down. But when we learned to ride we soon discovered that we could not exist without the latest wrinkles, and we scraped the money together somehow or other to get them.

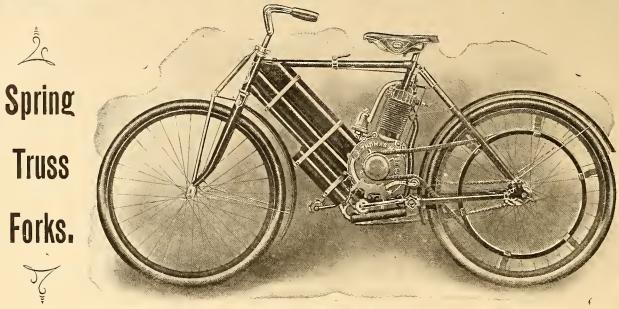
"I remember well my second bicycle-a high wheel, of course. I was only making \$10 a week, and it took the best part of a year's savings to get the first. It was not what I wanted, of course, and inside of six months I sacrificed it for half what I paid for it-Sam. Clark, of Baltimore, taking it off my hands. The new machine stood me \$142.50 without extras, and some accessories I ordered with it ran it up to over \$150. There was a King of the Road lamp that went on the hub; it cost \$7.50. Then there was a McDonnell cyclometer, or odometer as it was called-the kind that fastened to a spoke near the hub of front wheel, weights and springs inside it being actuated by the revolutions of the wheel. It wasn't any good, and after monkeying with it for a few weeks I took it off. The lamp was practically worthless, too, for in my anxiety to have the latest and best I got the largest size, and as the wheel was built close the lamp touched the spokes, bound, and about every hundred revolutions or so took a trip around the hub. So I had to give that up finolly.

"This machine had all the latest wrinkles except rattrap pedals and a ball head. The latter was just coming in and only a few makers were using it, and as mine was not among the number that was the reason I did not get it. I remember that I was very much disturbed about it, and wondered whether I had not make a mistake.

"The next thing I wanted was rattrap pedals. They cost \$10, and my rubber ones were worth little or nothing in trade. So I had just about made up my mind to 'cough np,' when I began to race, and very opportunely won a pair of rattraps. That fixed me up in great style and I was happy.

"But the 'extra' habit died out, as was inevitable. Riders won't pay for extras, or at least the bulk of them won't, and its no use trying to make them do so.

REVELATION: THOMAS AUTO-BI MODEL 35.



Hygienic Cushion Frame.

Thomas
Steel and
Leather
Non-Stretchable
Belt.

PRICE, \$200.00

All the hitherto vexatious problems of entire strength and safety, Transmission, Hill Climbing, Comfort and Speed on country roads, Vibration and General Utility have been solved, and with leaps and bounds the THOMAS AUTO-BI takes its place far ahead of all competitors.

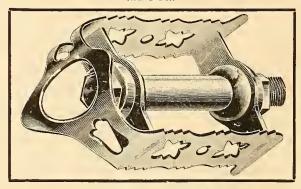
Agents should apply at once, in order to secure early delivery.

E. R. THOMAS MOTOR CO., (Buffalo Automobile & Auto-Bi Co.) Buffalo, N. Y.

'TIS BEST TO PROVIDE AHEAD AND IF YOU'D BE PROVIDED WITH THE BEST

...BUY..







"THE KEIM"

MADE AND GUARANTEED BY

JOHN R. KEIM, BUFFALO, N. Y., U. S. A.

HOW UNCLE SAM HELPS

Part he has Played in Highway Improvements-Sample Roads in Twenty States.

The interest manifested in the Brownlow bill, which provides for national aid to road building, and seeks to set aside \$20,000,000 for the purpose, recalls that it is now ten years since the popular demand that Uncle Sam do something to help out of the mud led to the establishment of an office of public road inquiries in the United States Department of Agriculture. The work of this office was intended to be purely educational in character. It was to collect and disseminate practical information concerning the roads of the country and means and methods for their improvement. The first work of this office was to prepare and publish a large number of bulletins and circulars treating on the various phases of road building and improvement. This work occupied several years, and it was well done. If the roads in most parts of the country remain bad it is not for the want of information as to how they may be improved in the best and most economical manner; for Uncle Sam's "good roads" office is a veritable "information bureau" on the subject.

But the work of this office did not stop here. The educational idea was carried further, and during the last three years the object lesson feature has assumed greater importance. The idea as carried out is very simple. When the people of some progressive community or the authorities of some educational institution want a piece of road built to illustrate the benefits of good roads and the methods of building them, application is made to the Department of Agriculfnre, and, whenever possible, a government expert is sent to supervise the work. Recently a number of prominent and progressive railroad men have been giving the road question some study, and have come to the conclusion that the improvement of the roadsin the territory tributary to their lines would materially increase their business. So popular has this idea become that the officials of some of the leading railways have come forward with offers to co-operate with the government in the object lesson work. Another voluntary factor in this co-operative. work is the manufacturers of road building devices, who desire to bring their machinery to the attention of the public.

In this co-operative work the government furnishes the experts, the manufacturers, the machinery and the railroads the transportation. This idea has proven-extremely popular. Object lesson roads have been built under government supervision in twenty States; and so great has been the demand for national aid of this kind that a large number of applications have to be refused every year because the funds appropriated by Congress are insufficient to employ and pay this expense of enough experts to do the work. Already Congress has twice made an increase in the appropriations for this work, but the \$20,000 now appropriated annually proves wholly inadequate to meet the demands for this educational work.

It should be borne in mind that all the work of this kind done by the government is in the nature of national aid. There is, therefore, nothing new in principle in the bill recently introduced in Congress by Colonel Brownlow, of Tennessee, providing for national aid of a more extensive and substantial character. He proposes that the government shall no longer confine its assistance to educational work; that it shall furnish not only information and supervision, but financial assistance. Under certain limitations the national government will co-operate with States and counties in the improvement of the common roads, each assuming a certain proportion of the expense.

If the educational work done by the gov-



NEW YORK BRANCH! 214-216 WEST 47TH STREET

ernment in recent years has done so much to encourage and stimulate road improvement, what may not be expected from this great extension of the principle of national aid?" It is sometimes urged as an objection to national aid that it will cause the people to relax their efforts at road improvement and to depend on the general government to do the work for them. Is it not likely to produce exactly the opposite result? The large fund which Congress will appropriate for this work will be divided among the States in proportion to population. But no State can secure its share except by complying with the conditions prescribed, the chief of which is that it shall raise a like sum for the same purpose. Instead of discouraging State effort this should greatly stimulate it. Again, if a State takes no action looking to the acceptance of the government's proffered help, the individual counties may do so, and this again will create a rivalry among the counties in their efforts to secure a part of the national fund due the State.

The scheme is a great one, and far reach-

ing in its possibilities for economic developmeut. Time and intelligence will be required to work out the details of its application, but there appears to be no serious obstacle, either practical or constitutional, in the way of its realization.

Earle's Capital-Connecting Highway.

H. S. Earle, the Michigander who as one of its presidents in its declining days contributed to the decline of the L. A. W., is now playing president of the American Road Makers, and as such has called what he styles an "international conference on the subject of good roads," to meet in Detroit on February 13 and 14 next. About every national and State official not only of the United States, but of Cauada and Mexico, has been invited to attend; those of Michigan, at least, have accepted.

The chief object of the organization and of the "conference" is the furtherance of a dreamlike and crazy-quiltish system of roads connecting the various capitals, which is said to have originated in a corner of Earle's head—an alluring project, but one so tremendous, or at any rate so distant, as to be almost improbable.

Earle's Road Makers are builded on similar pattern. According to its constitution its membership is limited to 450 members, ten for each State. The object of thus distributing the membership over the country is to prevent any one section dominating the other. The aim is to have the ten members in each State the most influential road enthusiasts, men of means and influence, that can be found. But it is proposed at the beginning of the new fiscal year to open the way for State organizations with unlimited membership, which will be auxiliary to the national organization, but will have no voice in its proceedings except as represented by the ten State members. California has not only filled its quota in the national organization, but has also organized a State auxiliary and has already secured several hundred members. That State enjoys the unique position of having as its director a woman, Miss Annie B. Picher. She has associated with her in the work two other women, and California is the only State in the organization which has thus far elected women to its membership. Miss Picher proposes to introduce an amendment to the constitution at the annual session, which will open the door for Mexico and permit of her co-operation in extending the intercapital-connecting highway scheme throughout that country. It is probable that State Eugineer Bond

of New York will succeed Earle as presi-

Century's Mileage Awards.

In the annual mileage contest for 1902 of the Century Wheelmen of New York prizes will be awarded as follows: Harry A. Gliesman, first prize, gold medal; miles ridden, 7,698; S. Mehrbach, second prize, silver medal; 5,580 miles; Gilbert C. Badeau, third prize, brouze medal; 3,338 miles. Gold bars will be presented to W. F. Bull, S. E. Bel-W. H. Mackey and John L. zel, for riding three thousand miles each.

COOK ON STURMEY

Briton Takes Aging Critic to Task and Tells
Truths About American Cycles.

That "grand old man" of British cycling, Henry Sturmey, recently wrote for The Cyclist a three-column explanation of "The Fall of the American Bicycle." It is a remarkable production, and if true would be a damning condemnation of Americana—the people, the trade, the press, the machines. But instead it happens to be about one part truth and three parts imagination, error and false deductions, and therefore it is not worth getting excited about.

In a subsequent issue an Englishman, W. P. Cook, who states that he lived in this country for some ten years, undertakes to refute some of the Sturmey conclusions, for which endeavor he is, in the same paper, promptly "sat upon" by the Hon. Henry.

"Cycling in America has ceased to be the fashion," says Cook, "as Americans are a restless race, and have now reverted chiefly to motoring and golf, and 'cessation of advertising' has no donbt had a good deal to do with bringing this about. Mr. Sturmey's proposition is that the decline in cycling in America is to be ascribed to the machnes available there, and in asserting this he ridicules American machines from the English point of view. His resume of events is by no means accurate, for English machines had the best of the market in America, and did not lose their premiership entirely until 1893. No doubt the McKinley tariff had something to do with this occurring, but the chief reason was the English manufacturer's stubbornness in insisting in providing machines that were totally unsuitable to American conditions and climate.

"The fact is that English machines are just as unsuitable for use in America, owing to equipment that is unnecessary there, as American machines are unsuited for use in England, owing to lack of equipment that is necessary here. This fact explains why English machines lost their market in America, and why the so-called 'American invasion' was foredoomed to failure. Mr. Sturmey makes a lot of criticisms of the American machines which are entirely unwarranted. He must remember that when the 'American invasion' was on it was only the rubbish that was dumped over here—machines such as were never seen in America itself, as I know from practical experience.

"The English machine was found wanting by the comparative test of the balance because they were loaded up with steel rims, double tube tires, mudguards, etc., which are entirely unnecessary in America. How does Mr. Sturmey know what are the requirements for 'real cycling' in America? I have had a good deal of experience of it, and never felt any lack of equipment. Indeed, I found that for the conditions existing there the machines really were bicycles, and I

can assure Mr. Sturmey that the true quality and requirements in a bicycle were both known and understood.

"To my mind it seems strange, if the American bicycle is so much at fault, that the Rudge-Whitworth Co. should now be producing a most Americanized machine with merely the necessary equipment added for English conditions; last year they adopted flush joints with a big flourish of trumpets as something entirely new, regardless of the fact that flush joints have been common in America for five years, and this year they have adopted an American form of cranks and crank axle to do away with cotter pins, expander bolts for handlebar and seat pillar adjustment (all of which are several years old in America), and finally an American form of pedal."

Against Cook's ten years in America Sturmey sets the assertion that "although I have not lived ten years in America I have probably seen quite as much of the country as Mr. Cook has, and from my observations there, ranging from New York and Boston to Canada and the Western States, from the great cities to the little wooden country towns and villages, I drew no other conclusions than that good English bicycles would have been infinitely superior for use there to any American 'wheel' ever saw."

As one who rode English and American high wheels, and, later, English and then American safeties, the writer can testify to the accuracy of the Cook statements. The English safeties were ridden here "stripped," and as long as they were really superior to those of home manufacture they were used by thousands of American riders, regardless of the fact that they cost more. Per contra, when the American makers caught up and then passed their English rivals, without any change in price having taken place, the latter passed out of use in this country for good and all.

The "proof of the pudding is in the eating of it," and to-day the Americanization of the English bicycle demonstrates that American constructional ideas—the much discussed "talking features," are superior to any others. The most conspicuous instance of the tendency is found in the Rudge-Whitworth, which fairly bristles with American features, as the Cook letter points out.

But there is scarcely an English bicycle of note that does not contain something of the same sort, and when the movement has run its course it will be found that the principal difference between the machines of the two countries will b that one is simplicity personified, the other trapped out with a host of fittings and appendages that are either manifestations of English individual idiosyncracies or the semi-necessities of a fickle and weeping climate.

"The Motor: What It Is and How It Works." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York.

YOU CAN'T AFFORD TO BUY Bicycles, Tires, Sundries Motor Bicycles

Until you get out 1903 catalog and prices. Send for them.

E. J. WILLIS, 8 Park Place, New York.

CYCLING IN THE SNOW

Roads Covered With the "Beautiful," if Well Packed, Make Good Going.

"Ever ride much in the snow? No? Few people have, and the general belief is that there is no fun in it. But this is a mistake, as this sort of riding is, under favorable conditions, thoroughly enjoyable," declared the old timer.

"You don't want to try it when there is either too little or too much snow, as it is hard work in either case. But I have taken some rides of forty or fifty miles in the middle of winter, and the going was just as good as it is on some roads in the summer time. And as for the rest of it—the keen, bracing air, the visual treat one gets from the sight of the omnipresent snow, with the occasional sleighing parties encountered—well, it is as entrancing as it is novel.

"I remember once, years ago, a friend and myself started out on what our clubmates pronounced a wild goose chase. There had been a heavy fall of snow a few days before, and there was good sleighing. The sun had come out and played havoc with the snow in and on the edges of town, but we knew that on the roads leading to a little place about twenty miles north of us and in the hills we would find some typical winter scenes and good, snow-packed roads. So we determined to attempt the trip, and the more we were laughed at the keener we became to carry it through. So we set off with the jeers of the other boys ringing in our ears, and many prophecies that we would be back in a little while.

"For the first half dozen miles I'll admit it was rather hard work. The snow had thawed and then frozen, and was beginning to thaw again, while the roads were cut up by horses' hoofs, sleighs and carriages. We floundered around for awhile, not saying much but doing a lot of thinking.

"Presently matters began to improve. We got up into the hills, where the snowfall had been heavier and there had been less thawing. The roads were better packed, too, and sleighs, not carriages, were the rule, so that they left a better track. We learned to take the sleigh track, too, instead of plugging along in the middle of the road. There the horses had made a track, but it was rough and uneven and full of little holes made by their hoofs. The sleigh tracks, on the contrary, were fairly smooth and pretty well packed. They made nearly as smooth going as on an ordinary dirt road, although there was a little more traction, the tires seeming to stick more to the snow than to the usual road surface.

"By the time we had gone ten or twelve miles we were enjoying it immensely. We had got warmed up to our work and plugged along at about a 12-mile an hour gait without any great trouble. It was a little awkward when we had to pass sleighs, for

 the snow was pretty deep at the sides of the road, and it was hard pushing through it. The drivers of the sleighs gave us most of the road, however, and we frequently got by without leaving our path.

"And maybe we didn't attract attention! Some people seemed to think we were crazy, others laughed, and many waved their hands to us as if we were some new kind of road users. As we rode into the town which was our destination we created quite a little sensation. We were known there, for we frequently took the ride during the season. But in the dead of winter—that was something out of the ordinary.

"After a good dinner we started home, and as the hills were now in our favor we made splendid time. We had become thoroughly accustomed to the snow and knew just how to take each particular sort of road. Consequently we bowled along in excellent spirits, and when we got home we had the laugh on the other boys, who would hardly believe at first that we had actually made the journey.

"So don't make the mistake of thinking that snow riding is to be cut out of your programme. And, on the other hand, don't imagine that it is to be tackled as a regular diet. You have got to get used to it, and to partake of it rather sparingly. But with these precautions it is all right."

Waller Turns up in Australia.

Frank Waller, the "Flying Dntchman" of former days, has at last been located in Australia. He writes glowing reports of the money to be made and advises American cyclers to make the trip.

At the close of the present season Waller expects to come to America to get fast motors for use in Australia next winter. Paced racing is a new game there and promises to become very popular. Modern tracks will soon supplant the rough asphalt and grass tracks in vogue there.

Claims Christchurch Premier City.

An observer of cycling affairs who has been in England, America and Australia says: "Christchurch, New Zealand, is undoubtedly the premier cycle city of the world. Nearly all the population capable ride bicycles, and I do not think I exaggerate when I say there is one bicycle ridden to every three inhabitants. The shop frontages occupied by cycle firms in that city are the largest I have seen in Australasia, and the way they dress their windows is a credit to the town, and the workshops are thoroughly replete."

"She rides a Cinch" is the title of a much colored hanger just issued by the Riggs-Spencer Co., Rochester, N. Y. "She" is, of course, a girl on a bicycle, and is in the forefront of the picture, that of a party of cyclists coming down hill, some on their wheels, two of them on their necks.

It is reported that Bobby Walthour won in all \$12,000 last year, part of which is invested in chickens at Atlanta, Ga.

IT IS ESTIMATED THAT

97%

OF

Motocycle Troubles

ARE

ELECTRICAL TROUBLES.

It follows that, at least, an elementary knowledge of electricity will go far towards making for the fullest measure of pleasure and satisfaction.

"The ABC Electricity"

will impart this very knowledge.



108 PAGES; 36 ILLUSTRATIONS

The book is entirely non-technical and can be understood by the man who does not know "the first thing" about electricity

PRICE, 50 CENTS.

FOR SALE BY

THE GOODMAN COMPANY

123-125 Tribune Building, NEW YORK.

Hints on Care of Tires.

Riders who look after their tires with more than ordinary care are well repaid by the much greater service they get thereby. Especially is this true where dampness, that friend of rubber but the bitter enemy of fabric, is encountered. It is always well, when a large puncture or gash has been sustained, to carefully clean the cut in the outer cover. Use benzine or gasolene for the purpose.

The tire then should be left until perfectly dry, and a small amount of solution should be rubbed both on the fabric and on the under side of the rubber. It is very necessary to have a good strong solution, and it should he left some time to get "tacky." The edges should then be pressed together, and tape bound round the tire so as to keep them in position. If, however, the cut gapes so that the edges will not come together, different treatment will be necessary, If the rnbber has been separated from the fabric for some little distance round the edge of the gash, both surfaces should be carefully cleaned, and the rubber solutioned down. A piece of rubber should then be cut to fit exactly into the gash. Both gash and rubber should then

be solutioned and left to get "tacky," when the rubber should be placed in position, and the repair bound as before.

Coaster-Brake Puzzled him.

Like the famous babies who wanted to "shee wheels go 'wound," is the story told of a certain eminent person who was endeavoring to learn the secret of a coaster brake wheel. After witnessing an exhibition of the running of the machine, and noticing the way in which it continued to glide along although the pedals were at rest, he inquired what was the power that propelled it after the rider had ceased to work. Thinking that an explanation of the clutch mechanism was what was required, the salesman compared it to a watch; when the key was turned one way the watch was wound up, but when turned the other way no driving, so to speak, was brought to bear. "Yes," was the reply, "but what is the power?" It took some time to convince him that the laws of momentum and gravity were all that came into play when the cycle was running free.

"How to Drive a Motocycle." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

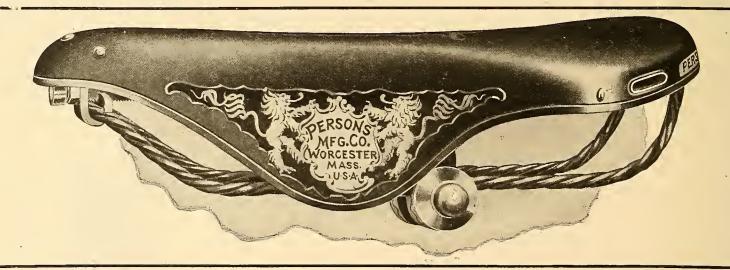
The Week's Patents.

718,641. Handle Bar for Bicycles. John W. Leavitt, San Francisco, Cal. Filed October 1, 1901. Serial No. 77,247. (No model.) Claim—1. In a bicycle handle bar revers-

Claim—1. In a bicycle handle bar reversible both end for end and by rotation the combination of the stem or post with a side recess to receive the handle bar, a tapped hole extending into the post from said recess, a handle bar with its arms curving outwardly and rearwardly and provided with inclined grips or handles which lie in a plane different from that of the centre of the bar, a transverse aperture through the axial centre of the handle bar midway of its length the axis of which coincides substantially with the inclination of the grips or handles, and a screw bolt which passes completely through said aperture and into the tapped hole in the stem to clamp the bar to its seat substantially as and for the purpose hereinbefore set forth.

before set forth. 718,850. Cycle Saddle. Johannes A. Kruseman, Lisse, Netherlands. Filed June 10, 1901. Serial No. 63,990. (No model.)

Claim—In a resilient cycle saddle the combination of an inflated tube located upon the base plate of the saddle, with a stiff groove extending throughout the length of the saddle, and adjustably secured to the base plate by means of screw bolts, and with a covering fastened to said base plate and held at the groove, substantially as described.



International Tires

REPRESENT

QUALITY AND PROFIT TO DEALERS AND CONSUMERS.

THEY COMPRISE

PNEUMATIC BICYCLE, MOTOR AND CARRIAGE TIRES,
SOLID VEHICLE AND ENDLESS SOLID MOTOR TIRES.

OUR PROPOSITION WILL BE INTERESTING.

WRITE FOR IT.

INTERNATIONAL AUTOMOBILE & VEHICLE TIRE COMPANY, Milltown, New Jersey.

The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVI.

New York, U. S. A., Thursday, February 5, 1903.

No. 19

REJECTED \$70.000 CLAIM

A. B.C. Receivers Refuse New Departure's Demand for Royaltles and a Fight's Ahead.

A claim for \$70,000 for royalties claimed to be due having been disallowed by the receivers of the American Bicycle Co., the claimants, the New Departure Mfg. Co., have filed a remonstrance appealing from the decision. It is probable that the ease will be fought out in the courts and result in the extensive airing of certain coaster brake patents.

The claim is understood to cover a long period, dating back before the absorption of the Pope Mfg. Co. by the American Bicycle Co. It appears that the New Departure people issued a license to the Pope Co. to manufacture coaster brakes under the Whitney patent, but the resulting product giving so much trouble and dissatisfaction, the Whitney ideas were disearded and an entirely different device evolved.

It is said that it was on these grounds that the New Departure claim was rejected.

Parker Minneapolls's President.

The Minneapolis Cycle Trade Association has elected the following officers for the year 1903: President, Sam A. Parker; vice president, John N. Johnson; treasurer, Frederick Roach; secretary, O. Fenstermacher. Board of Directors—A. E. Green, William Edwards, E. C. Quinby, H. S. Haynes, Ed. Hammer.

Joyce to Retire.

James J. Joyce, jr., general manager of the International A. & V. Tire Co., Milltown, N. J., has tendered his resignation, to take effect on March 1, after service extending over several years. He has several propositions under consideration, but has not yet decided his plans for the future.

Solars' in the East.

The Badger Brass Mfg. Co., Kenosha, Wis., have finally located their contemplated Eastern office at No. 11 Warren street, New York. They will there carry a full line of Solar lamps and parts. The well known L, J, Keck will be in charge of the depot.

What Will be Done at Chicago.

The meeting of the National Cycle Trade Association in Chicago has been set for Wednesday, 18th inst., at 11 o'clock a. m.

The programme of this meeting so far arranged will be: Election of new members on eligible list; election of mannfacturers as associate members; election of directors; recess.

During the recess the new directors will select candidates for officers, consider the plan for incorporating the association, which has been prepared; consider the plan prepared for an enlarged system of reporting on credits and such other matters as may come before them.

At 2 p. m. there will be a joint meeting of members and associate members, at which the newly elected officers will announce the programme.

It is also intended to have several addresses made or papers read bearing on the benefits of organization and the purposes of the association itself.

The Gillette Reoganization.

The Gillette Bros. Athletic Goods Corporation has been organized at Hartford, Conn., with \$3,000 capital, \$1,000 of which has been paid in. Bicycles and athletic goods will be dealt in, and an automobile department will be added. The officers of the concern are: Norman Gillette, president and treasurer; H. B. Freeman, Jr., vice-president, and J. J. McKone, secretary.

Auto-Bi Legally Dissolved.

On its own application the Buffalo Automobile & Anto-Bi Co. has been formally dissolved by order of the court, the proceedings being merely perfunctory. The company was organized as a selling company to handle the motor bicycles of the E. R. Thomas Motor Co., but as the latter is now marketing all of its product the Auto-Bi company is rendered useless and unnecessary.

its Twenty-Fifth Birthday.

The twenty-fifth anniversary banquet of the Boston Bicycle Club, which occurs on the 14th inst., promises to prove a memorable affair. It is likely that a party of twenty will go from New York to attend the affair.

REARRANGES ITS SCOPE

California Board of Trade Maps out Districts, Elects Officers and Banquets.

At the second annual meeting of the "California State Cycle Board of Trade," held in Los Angeles, Cal., on January 20, 21 and 22, 1903, representatives of all the local cycle boards and of many jobbing and manufacturing houses were in attendance.

A complete reorganization was effected at this meeting. Instead of purely local organizations, the State was divided into nineteen districts, in each of which a board is or will be established. Each of these district boards will have the privilege of adopting such additional regulations as its condition may require, without violating any of the State rules. The minimum price of repairs, tires and sundries, fixed by the convention, caunot be lowered by local boards. In turn the State board with uphold and secure an enforcement of such local rules as apply to the establishment of a "uniform hour of closing," allowances to be made on wheels to be "traded in," and on the prices on tires, sundries and repairs. Headquarters for each district were established in Eureka, Chico, Ukiah, Santa Rosa, Napa, Saeramento, San Francisco, Oakland, Stockton, San Jose, Watsonville, Fresno, San Luis Obispo, Bakersfield, Santa Barbara, Los Angeles, Santa Ana, San Diego and San Bernardino.

In order to protect the association and to secure an enforcement of its rules a resolution was adopted whereby the members of the California State Cycle Board of Trade agree not to buy from any jobber found seliing goods to a dealer in California who is under the ban of the State board on account of violation of regulations. The jobbers and manufacturers will be notified by the secretary when such violations occur.

The dues of the State board were fixed at \$1 per annum, payable to the secretary of the State board, and a per capita of 50 cents per quarter, to be collected from the local boards for each member thereof.

The invitation of the Oakland Cycle Board

of Trade to hold the third annual meeting in their city was accepted.

The following officers were elected to serve for the ensuing year: President, W. J. Kenny, San Francisco; vice-president, W. L. Loos, Los Angeles; secretary, H. P. Smith, San Jose; assistant secretary, Phil Lyons, Los Angeles, and treasurer, I. P. Allen, San Francisco.

Directors—Thomas H. B. Varney, J. W. Leavitt, Joseph Holle and Edward Mohrig,

done to it an impromptu programme was arranged. Short talks, stories, reminiscences and general goodfellowship held sway until the wee small hours.

The State Board was organized about a year ago in San Francisco, at a meeting of delegates from all the local cycle boards of trade then in existence. Its object was, as expressed in the constitution, "to devise, consider and recommend such legislative, State and other measures as may seem wise

India's New Officers.

Four new directors were elected at the reorganization of the India Rubber Co., at the annual meeting. The officers then chosen were: Lewis D. Parker, of Hartford, president; A. C. Wilson, of Chicago, vice-president; W. L. Wild, secretary, treasurer and local manager. A. L. Dickinson, an office man of the company in Akron, and J. B. Kavanaugh, of Cleveland, together with the officers, constitute the new Board of Direc-



BANQUET OF THE CALIFORNIA STATE CYCLE BOARD OF TRADE.

San Francisco; E. P. Baggot and B. C. Lund, Oakland; F. M. Jones and L. C. Jordan, Sacramento; J. T. Barnes, San Jose; A. H. Wright, Stockton; George Schelling, Santa Rosa; A. G. Ehman, Fresno; W. H. Hoegee and W. B. Williams, Los Angeles; T. C. Moore, San Bernardino; Collie Bell, Pomona; H. C. Hill, Santa Ana, and Arthur Small, San Diego.

The convention adjourned on the 23d to meet in Oakland on the third Tuesday of January, 1904.

The Los Angeles dealers banqueted the visiting delegates at the Del Monte on Tuesday evening. A delightful menu had been prepared, and after ample justice had been

and expedient for the welfare of the wheelmen and the bicycle trade." The organization has since steadily grown in strength and now numbers nearly 350 members.

Why He Uses a Coaster Brake.

"While I usually pedal faster than I can coast, and hence the coaster brake does not appeal to me because of its coasting attributes," writes a hard road rider and "century grinder," "I use one for its braking qualities. It is a great saver of energy even in that respect."

If you haven't received a copy of The Bicycling World's twenty-fifth anniversary number, order it to-day. It's a glorious 25 cents' worth,

tors, Mr. Wilson being the only director reelected. The erection of additional buildings is contemplated, but no decision has been reached. Charles H. Wheeler, whose resignation as president of the India Rubber Co. was accepted, to take effect at the time of the annual meeting, is giving his attention to railway and other personal interests.

Freak for Stage Use.

The Merkel Mfg. Co., have just completed and delivered to Armstrong, Baker & Armstrong, of the Sam Devere company, a freak motocycle for use on the vaudeville stage. It will be used on a cycle whirl by Mr. Baker and Miss Norton.

GOOD FRIEND GONE

George E. Stackhouse, an Editor Who Served Cycling Well, Succumbs Suddenly.

There died in Brooklyn, N. Y., at noon on Friday last George E. Stackhouse, sporting editor of the New York Tribune. His position assures that he was well known in New York; he deserved to be known as well ontside of it and to be remembered gratefully by the cycling world.

Of the small army of New York newspaper men who were drawn into or who meew themselves into the swirl created by the cycling boom and who were then keen to seek out and give space to matters affecting the bicycle, but two retained their interest after the frenzy had spent itself—George Stackhouse and one other. All the rest went back to baseball or pugilism or turned to writing golf or automobiles.

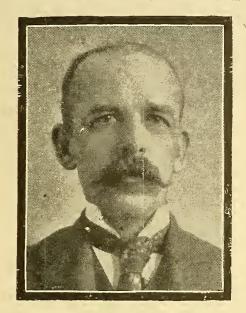
Of the faithful two, Stackhouse was most happily placed. The other wrote, but was never sure that what he wrote would be printed. Being in authority, what Stackhouse wrote "went," and because of it he was ever a good friend at court and a wilting one. Due to him, the Tribune gave publicity to cycling news when all others failed. He not only remained an active cyclist but. to use his own expression, he was "always ready to help along the game." He joined the Metropole Cycling Club when it was organized a year ago and rejoined the L. A. W. last fall, to assist the forces that sought unsuccessfully to revive the organization, Several years before he had served as a member of the L. A. W. National Racing Board.

It was this same George Stackhouse whom The Bicycling World quoted several months since, without mentioning his name, telling how it was possible for the trade to again secure publicity for the bicycle.

"When advertising is placed," he said, "let it be placed with the papers that have devoted space to cycling and not hand it out to all of them. When it appears in these papers the others will call, and when they call, tell them to give some attention to and write something about cycling, and, my word for it, there will soon be a recurrence of the cycling columns that were the vogue a few years ago."

Stackhouse's death was particularly distressing. Late Wednesday evening he came into The Bicycling World office, as was his almost daily custom, with his familiar question, "What do you know to-day?" He was bright, chatty and cheerful. Less than two days later he was dead. On Thursday he suffered an attack of acute indigestion, and it was supposed he was recovering when the end came with startling suddenness. He was but 42 years of age and is survived by his widow and two young daughters. He

was a native of Louisville, Ky.. but had resided in New York since boyhood. He had been connected with the New York Tribune twenty-seven years, working his way from office boy to the head of the sporting department. He was, of course, well "up" on ali branches of sport, but, as stated, he had a large corner in his heart for the bicycle, and served and was ever ready to serve its in-



GEO. E. STACKHOUSE.

terests so faithfully and well as to be written one of its most steadfast and unselfish friends.

German Makers' Big Profits.

How great has been the recovery of the German cycle trade, which three years ago appeared as if scraping the very bottom, is shown by the annual reports of two of the leading manufacturers. Seidel & Naumann had a total turnover of \$1,800,000, and so much profit was made that 15 per cent, dividend and \$18.75 bonus per share can be paid. The Neckarsuhn Fahrradwerke, which last year paid only 6 per cent, were enabled to raise their dividend to 8 per cent,, and in addition both firms have written off considerable amounts for depreciation and bad debts.

Weighted Down With "Good Will."

That much overcapitalized British concern, the Singer Cycle Co., is at last face to face with reconstruction. A loss on the year's business—which is explained by the statement that only one-third of the plant has been in operation, and much of that on motor bicycles—made this action inevitable. The concern has on its books a little item of \$3,000,000 odd, paid for goodwill, and with corresponding securities outstanding, it is easy to understand how impossible it is to pay dividends.

How Charles Dick, vice-president of the Goodyear Tire and Rubber Co., Akron, is the likely Republican candidate for Governor of Ohio. It is said the nomination is his if he wants it.

WHO'S THE "STRIKER?"

Anonymous A. B. C Stockholder Bobs up With a Deep, Dark and Suspicious Scheme.

 Λ scent of "graft" in the Λ , B. C. situation seems to have been struck by some person or persons, and they are advertising in the daily papers for all the dissatisfied holders of preferred and common stock of the A. B. C. to come unto them. No idea is afforded of what will be done to the "dissatisfied" who answer the advertisement. It is merely stated that "A stockholders' Protective Committee has been formed to safeguard the interests of the preferred and common stockholders of the American Bicycle Company, now in course of reorganization. All dissatisfied stockholders desiring to participate will address committee on or before February 10th, 1903. Stockholders' Protective Committee, American Bicycle Company.

The address given is a box number at a newspaper office.

Who the anonymous persons are is unknown to the receivers and reorganization committee of the A. B. C., and also to the opposition element. Inquiry at the A. B. C. offices elicited the comment that it "looks like some kind of a bunco scheme—at any rate, no one is paying any attention to it."

Development in Inner Tubes.

Quite the newest development in tire production is a "non-blooming" inner tube recently brought out by the Diamond Rubber Co., Akron, Ohio. The blooming out through the tube of the sulphur in the rubber to the surface has been the bête noir of all users of pneumatic tires ever since they were invented. With the sulphur on, no cement made will make a plug in a hosepipe or a patch on an inner tube "stick tight," and every one who has tried it knows how inconvenient it often is to use sandpaper or naphtha to remove the sulphur and make a good job of a repair.

In the Diamond tube the "blooming" of the sulphur through the tire after the vulcanization is prevented by an ingenious process which removes the sulphur at a certain stage of manufacture, after it has served its purpose. With no sulphur "bloom" upon the inner tube, patches can be slapped on instantly and with the assurance that they will stay.

How Wheeler's Coast was Registered.

As expected, the performance of H. H. Wheeler in coasting sixty-five miles out of a hundred was registered painstakingly. He used a Veeder cyclometer on the rear axle of his Racycle, and by soldering a "striker" to the sprocket of the Cinch coaster brake which he employed was thus able to record accurately the distance coasted. The course was the ordinary road from Pomona to Los Angeles, Cal., via Pasadena, and return, and not one specially adapted for coasting.

The down-to-date Merchant realizes that the

GOOD WILL of his business IS A DIVIDEND PAYER

He <u>ties to</u> lines of merchandise which have <u>the good will</u> of his customers.

I would like to know what a National Bicycle would cost me, laid down. I have been riding one for 4 years, and it has given better satisfaction than any other wheel I have ever used.



Rather expressive of good will, isn't it? Rather easy for the live man to hold the business of customers who feel that way. There's money in it. The selling expense has been eliminated by the satisfaction created by the previous sale.

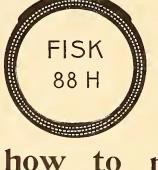
Come with us and learn what it is to make "easy sales,"
—it pays.

NATIONAL ONCE, NATIONAL ALWAYS.

MADE ONLY BY

National Cycle Mfg. Co., - Bay City, Mich.

A ROAD TIRE



of thread fabric type, with special raised tread. Easy riding and extremely durable. We do not know make a better tire at any price.

PISK RUBBER CO.,

Chicopee Falls, Mass.

BOSTON, 604 Atlantic Ave. SPRINGFIELD, 40 Dwight St. BRANCHES:
NEW YORK,
83 Chambers St.

PHILADELPHIA, 910 Arch St. CHICAGO, 52 State St.

SYRACUSE, 423 So. Clinton St. BUFFALO, 28 W. Genesee St.

DETRUIT, 254 Jefferson St. SAN FRANCISCO, 114 Second St.



In which is Incorporated
"The Wheel" and the "American Cyclist."

Published Every Thursday By

THE GOODMAN COMPANY.

123-125 Tribune Building.

(154 Nassau Street)

NEW YORK, N. Y.

TELEPHONE, 2652 JOHN.

Subscription, Per Annum [Postage Paid] \$2.00 Single Copies [Postage Paid] . . . & Cents Foreign Subscription \$3.00

Invariably in Advance.

Postage stamps will be accepted in payment for subscripiions, but not for advertisements. Checks. Drafts and Money Orders should be made payable to The Goodman Company.

Entered as second-class matter at the New York, N. Y., Post Office, September, 1900.

General Agents: The American News Co., New York City and its branches.

Change of advertisements is not guaranteed unless copy therefor is in hand on SATURDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, FEBRUARY 5, 1903.

Influence of "Talking Points."

There was a time when the entire trade was keen on "talking points," and could think of little else but how to make them tell in favor of the sales department. Perhaps too much stress was laid on them. There were other things to talk about and to point out and lay emphasis upon, and these did not always get their due.

But if "talking points" once got too much of the limelight, they now get too little. No one talks "talking points" now. The dealer has lost the trick, the maker takes refuge in platitudes, and the rider has taken his cue from both and has long since ceased to wage wordy warfare with his companions over constructional features, fittings and accessories. The pendulum has swung the other way with a vengeance; and from too much of a good thing there has come to pass a state of affairs where there is entirely too little of it.

There is scarcely a maker who does not have some particular feature that he is proud

of and would be highly pleased to have the world set to talking and discussing. But he no longer proclaims the fact from the house tops. Sometimes he says nothing about it; at others a little, but not enough.

We could mention a dozen concerns that have good things of this sort that are known to only a few of those interested, if known at all. If agents know they keep the fact locked up in their breasts or dwell upon it in very subdued tones. What is wanted is to have, not one or a dozen or a hundred do this, but all. Let the news be published abroad, and with no uncertain sound, and good will undoubtedly come of it.

California's Inspiring Example.

The benefits of earnest and intelligent trade organization were never better exemplified then by the California State Cycle Board of Trade, a full report of whose annual meeting is printed in another column.

The Californians organized not when the boom was at its height and when all were revelling in prosperity, but when things were settling down to a normal basis and further disturbances had best be guarded against.

This has been done in a fashion that has commanded the respect and admiration and wonder of that portion of the Eastern trade that has been in position to see and appreciate

While in this part of the country the cheap bicycle and the price cutting jobber and dealer have been able to make continuous mischief, in California they have been practically unable to raise their heads, so heavy and effective is the hand of the organized trade.

The Californians do not mince matters or employ halfway measures. The dealer or jobber who is not of their organization can scarce exist "in their midst." They buy only of those concerns who sell only to their members, and the rule, being adhered to, is sufficient for all purposes. The member who tampers with prices or who otherwise offends is forgiven once, fined the next time and east out on the next occasion, and once out his inability to purchase goods soon settles his future.

The measures are drastic, but so are the offences at which they are aimed, and the end, the welfare of the whole trade, more than justifies the means.

The California State Cycle Board of Trade is an inspiring example. It not only shows how price cutting and trade demoralization can be prevented, but it actually prevents it. And, more than this, it contributes its share to those events, the road races and the like, that advertise and stimulate cycling.

It is a vain hope, we know, but we cannot but wish that there was such an organization in each of these United States, or in more of them, at any rate.

With and Without Pedals.

He is a rash individual who would undertake to predict what form the motor bicycle of the future will or will not assume. In the light of the cycling past It is too full of possibilities for safe prediction.

For this reason the discussion that has broken out abroad regarding the necessity or desirability of pedals, and which is not of less interest on this side, is worthy of thought.

In England one of the chief arguments for cranks and pedals appears their utility in helping the motor upbill. This seems to confirm the suspicion that most of the English bicycle motors are underpowered, and for the motor bicycle that is underpowered here, there or elsewhere, there is small room and too much physical distress. The fact that helping the motor uphill is often pleasurable relaxation matters little. A motor bicycle simply must climb hills—all hills—if its future is to be assured. There are no "ifs" or "buts" about it, and the dictum should be taken to heart wherever such bicycles are being made or may be made.

This, however, is a digression. The presence or absence of pedals, if of less vital concern is not less interesting. That they are useful in case of the "illness" or disability of the motor is undoubted, but it is our experience that, all other issues aside, they serve a most useful purpose, and answer one of the most frequent arguments brought to bear against motor bicycles by the unknowing. They afford physical exercise at will, and as gently or as violently as the individual desires.

It is because of the exercise it affords that the motorless bicycle is so often used and so often recommended and lauded, and it is a matter of wonder how very many of those who ride such bicycles are possessed of the idea that this exercise is not obtainable on a motor bicycle; it is one of the first and most persistent arguments brought to bear against the latter. This phase of the subject appears not to have entered into the discussion abroad.

Dispense with the pedals and such argu-

ment is given solid substance, and the charm of rythmic motion at will is lost. With pedals the motor bicycle affords both exercise and exhilaration, and the combination is irresistible. Remove them and one-half the attraction and benefit is gone.

The pedalless motor bicycle may come—already there are several in existence—but we cannot say that it should be welcomed. Pedals, or rather cranks, that may be readily locked in any position, and are as readily unlocked, is a far greater desideratum, and one that will afford all the advantages of firm foot rests desired by the minus-pedals advocates and yet retain all the benefits of the bicycle.

Handicapping Motocycles.

In the rules just adopted by the National Cycling Association, encerning the dimensions to which pacemaking motor cycles must conform is to be found a suggestion for the handicapping of motor cycles in racing. This is a matter that has perplexed promoters and handicappers ever since the advent of the power propelled cycle.

The N. C. A. was casting about for a plan to equalize the conditions of pace following races and seeking to enact rules by which every man would have an equal chance. It concluded to do this by declaring simply the maximum width that a packag minimum might have. The measurement is to be made across the motor and running gear, and the extreme width to be allowed is sixteen inches. The primary idea in making this rule is that no man shall have more protection from the wind than another. When the question was asked of the track owners and managers, who had devised this rule, what was to prevent one man from gaining an advantage over another by having a higher powered motor, the reply was: "Nothing. It is taken for granted that every man will have as powerful a motor as he can get within the limit named. If he does not it is his own loss. You can get a motor of just such a size with belt inside of sixteen inches. If any one can get a motor of more power within those limits it is his gain. To put a limit on the horsepower would be to withdraw the premium that is placed on the mechanical ingenuity of makers by the rule as it stands."

There is the idea for the basis of handicap races between motor bicycles. The N. C. A. was aiming to prevent riders from being handicapped by others having greater wind shelter, but in doing so did not bother about horsepower or anything else.

The premium on ingeunity should remain. One of the essentials of the motor bicycle proposition is that it must be light in weight and compact in comparison with the automobile. It is this. The main question with the motor bicycle must ever be that of getting the greatest amount of power, combined with the least amount of bulk and weight that is safe. Therefore in a racing machine, or perhaps in any other, it would be quite proper to suppose that the manufacturer has put as high a motive efficiency as is possible to be combined with the given bulk and weight of the machine.

This being true, it would be quite fair to handicap motor bicycles for racing according to weight, or according to weight and dimensions considered together. In this way it would be taken for granted that a machine of a certain weight and size has as much power as another of the same size and weight. This would put a premium on construction. Riders who might "weigh in" for one class would find that they had not enough power to compete with the others in that class, and they would turn to the manufacturer for the reason why. The argument is by no means one in favor of dangerous featherweights. It is assumed that no maker will put a motor in a frame so light as to real mentione are ement of any face is for constructional superiorny to get the more efficient machine with the minimum of mass.

Handicapping has been tried by considering horsepower without satisfactory results. In England it has been tried by taking account of bore and stroke, which is not only too troublesome, but leaves opportunity for wilful misrepresentation.

There seems on the whole to be something delightfully simple and sensible in the suggestion of classifying by weight and size and leaving it to the manufacturer to make the most of it on those terms. A rider with a machine weighing either 150 pounds or 500 pounds should have the right to expect it to go as fast and as far as another of the same weight.

Rubber Pedals and Comfort.

In spite of the fact that the most insistent demand in the industry to-day is for more and more comfort, no one seems to think of rubber pedals. Yet it is doubtful whether another feature can be found that promises so much with so small an expenditure in the way of cost and change.

There are three points where the rider comes in contact with the bicycle which transmits the road shocks to him, viz., the saddle, the handle bars and the pedals. At the saddle springs are interposed, and the handle bars are fitted with cork grips that impart a certain amount of elasticity and relieve the vibration to some extent. But the feet are totally neglected. The frame, the crank axle, the cranks, the pedals, all are of steel, absolutely unyielding. And yet more than the weight of the body is brought to bear on the pedals, and when bad places in the road are encountered the rider eases himself from the saddle shocks by standing on the rigid pedals. Vibration is constantly being transferred from the pedals to the feet, and but for the fact that it is distributed along the legs and into the body it would be intolerable on long rides.

The need of a cushioning device of some sort here is very great. Pedal rubbers provide a partial remedy, and if they are of generous size, made of good, soft rubber, a wonderful improvement is effected. For the rider who goes in for comfort, who never thinks of scorching, and has no desire to ape the genus, pedal rubbers, or rubber pedals, as the older term has it, would be of inestimable benefit.

It is only because no one gives the subject much thought that a strong demand for the flow of a not arise. It will come some day, and then the concern that has a pedal that possesses the desired qualities will score in no uncertain manner.

In all that it has ever done the N. C. A. never did anything more sorrowing than to break the long and much relished silence that has existed these many years on Kate avenue, Baltimore. Unless it was because of appreciation of his efforts in making a farce of the L. A. W. racing board, and thus assuring the complete mastery of the N. C. A., to drag that good old grandfather, Albert Mott, from the peace and quiet of obscurity is a cruel infliction in more ways than one.

We do not hear much about roller chains, yet they seem to be gaining ground, steadily even if somewhat slowly. It was only about a year ago that we commented on the prediction of a well posted tradesman that the roller type would eventually oust the block chain—a prediction that even yet does not seem a safe one to back. At the same time, stranger things than this have happened, and the improved roller is worth keeping an eye on.

PACED CIRCUIT ASSURED

N.C.A. Adopts Sixteen inch Rule—World's Championships Here in 1904—New Officers.

Except that at one single point a bit of grit got into the cogs, the annual meeting of the National Cycling Association was like the running of a highly oiled machine.

The meeting was held at the Astor House, New York, last Tuesday. Fifteen tracks, six clubs, one association of promoters and the Riders' Union were represented.

In the absence of President George M. Hendee, Vice-President C. B. Bloemecke presided. Secretary Thomas A. Roe kept the minutes. The Board of Control made the following report:

"Cycle racing stands second to none in the category of sports, and your Board of Control is able to report another prosperous year for all concerned in its conduct. The 1902 Grand Circuit resulted in a line of largely attended meets. The competition could hardly have been improved upon, and despite unsatisfactory weather conditions there was substantial profit to promoters and riders.

"Paced racing did not enjoy the same degree of favor that met the sprinting, and this was owing to an unfortunate condition of affairs in connection with the pacing machines. The introduction of large horse-powered motors was permitted, and too late it was discovered that all riders could not be supplied with the fastest machines. This brought about many unequal contests, and public interest decreased. No such handicap is expected for the coming season, and the formation of a paced circuit would add greatly to the attractiveness of this exciting form of competition, the like of which is not possible in any other sport

"The amateuers supplied a good quantity of racing on many tracks, and in some cases this riding excelled the contests of the professionals. Contaminated amateurism did not cause the Board the same amount of trouble which it did the year before.

"The extent of international relations among the various cycling organizations was made apparent by the Australasian Cycling Council bringing to an abrupt conclusion the racing in Australia of a suspended American rider. This was before the Australian body became a part of the Union Cycliste Internationale, of which it is now a member. The N. C. U. of England will be admitted to membership at the Congress next week in Paris. This will bind in an international agreement all the cycling organizations of the world. The 1904 world's championships are at the disposal of the N. C. A., and it is very probable that arrangements will be made for their running at the St. Louis Exposition.

"Kramer proved anew his right to the

championship title, with Taylor his nearest opponent and Lawson in third place. Champion, Walthour and Elkes divided the middle distance honors, but the possession of the title was not decided. This state of affairs adds to the many arguments in favor of a circuit for the pace followers. Hurley was again king of the amateur contingent, though Root gave him a good argument in the championships and then entered the professional class as a contestant in the Madison Square Garden six-day race, which was a greater success than ever and served to show that public interest in the sport is very acute when the right kind of competition is provided.

"The outlook for the coming season is exceptionally bright, and with circuits for the sprinters and pace followers the campaign should be a most lively one. Several new tracks are to be built, and arrangements are to be made for the presence of noted foreign talent, a feature which is essential in the large cities."

The following report from the Board of Appeals was received and approved:

"The Board of Appeals has not been deluged with work during the past year, and though many minor cases have been considered and dismissed, the reinstatement of George B. Case, Brockton, Mass., was the extent of results in reviewing the decisions of the Board of Control. We believe that the evidence upon which this rider has been transferred to the professional class was insufficient. The Board again declined to pass upon the appeal of E. A. McDuffee against the A. R. C. U., owing to the fact that this matter was something that happened before the N. C. A. had a Board of Appeals.

Owing to imperative business obligations I am unable to continue as chairman of the Board of Appeals, and would ask that you select my successor. A member of the present board, owing to his experience, might be the best selection.

With best wishes for the future success of the N. C. A. I beg to remain, very truly yours, GEORGE A. NEEDHAM,

Chairman N. C. A. Board of Appeals.

The election was conducted by individual nominations for the respective offices being made from the floor, and in every case the nominations were closed after one candidate had been named, and he was elected by a single ballot cast by the secretary. The result of the election was as follows: President, C. B. Bloemecke, Newark, N. J.; first vice-president, F. R. Wendelschaefer, Providence, R. I.; second vice president, P. T. Powers, Jersey City; secretary, R. A. Van Dyke, C. R. C. A., New York City; treasurer, A. G. Batchelder, Board of Control-A, G. Batchelder, chairman, New York City; R. F. Kelsey, Boston, Mass.; N. E Turgeon, Buffalo, N. Y.; C. Ross Klosterman, Baltimore, Md.; Harry Hartley, Jacksonville, Fla. Special Representatives-Rocky Mountain district, John M. Sharp, Salt Lake City; Pacific Coast district, C. W. Carpenter, San Francisco, Cal.; A. R. C. U., O. S. Kimble.

Board of Appeals—Abbott Bassett, L. A. W., Boston, Mass.; M. L. Bridgman, N. Y. A. C., New York City; Horace S. Fogel, Philadelphia, Pa.; S. A. Miles, Chicago, Ill.; Albert Mott, Baltimore, M.l. Auditing Committee—J. F. Eline, T. J. Hurst and R. A. Van Dyke.

C. B. Bloemecke was last year the first vice-president and F. R. Wendelschaefer was the second vice president, so that their elections were in the nature of promotions. The selection of P. T. Powers put in a new man, as did that of R. A. Van Dyke of the C. R. C. Association. The chairman of the Board of Control has always been treasurer. The Board of Control remains the same as last year, except that Messrs Sharp and Carpenter, the special representatives, and the delegate from the American Racing Cyclists' Union are new men. On the Board of Appeals the only changes made were by the election of Albert Mott in the place of George A. Needham, resigned, and the promotion of Abbott Bassett from the body of the Board to the chairmanship.

It was voted to declare void the franchise of the Lowell track and of the New Jersey Exhibition Company, they not having complied with the conditions required by the contract. It was voted also to restore to the Newark franchise its former district, which was curtailed to allow for the Jersey City track that was proposed but not built.

Under the head of new business it. F. Kelsey brought up the question of pacing machines and a paced circuit, and that is where the grit got into the smooth running machine. There had been a meeting of track owners and promoters the day before to discuss these matters, and everything had been threshed out until all were in agreement. Eleven tracks had been represented, and Louis Elmer had been invited with the others, but he was not present, and when the matter came before the meeting he proceeded to kick up as much fuss in the still waters as a naphtha launch with its screw loose.

The first resolution introduced by Kelsey was one recommending that the Board of Control urge upon the International Cyclists' Union the necessity of adopting uniform measurements for pacing machines. Although this in no way affected conditions here, Elmer began his kick with the first mention of pacing machines. He did not want single pace, he did not want the width increased, and he got on his feet four or five times to profest. Explanations did not quiet him.

The resolution was adopted, however, and then came the second one, which was as follows:

Section 1. No part of a paching machine, either the double or single type, shall exceed a total width of 16 inches at its widest part (except such parts as are hereinafter specified), and within the 16 inches shall be included all necessary working parts of the machine, with the exception of the following appliances:

(a) Handle bars, which may be of neces-

sary width to meet the requirements of the operator.

(b) Foot rests on pedals, which must be applied to the machine in such a manner so as not to exceed a total width of 24 inches when pedals or foot rests are placed at the widest part or parts of the machine proper. (c) Roller guards must be used at the rear of machines, and such guards shall not exceed 1 inch in diameter and 23 inches in width.

Sec. 2. Rear tires for pacing machines shall not be less than 3 inches in diameter.

Sec. 3. That the above rules relative to width and general construction of pacing machines shall become immediately operative and continue in force for three years from this date.

Nothing was provided concerning the amount or style of clothing that the man on a pacing machine might wear.

Louis Elmer renewed his protest, saying that with the wide machines second raters could ride miles in 1.40 and he told how Elkes a few years ago had been a steady winner, but had become a loser when some one got a better motor than he had. C. R. Klosterman said that there was need of more riders and that with the machines regulated so as to be of uniform width all would have an equal chance. Mr. Eline explained how motors of higher horse power necessitated the use of wider machines, Still Elmer objected and complained of the expense he would be under buying new machines, and it did no good for the other track owners to tell him that they were going to he same expense and doing so gladly because it was for the best interests of the game and was a move that meant more money for every one. The resolution was adopted, with Elmer voting a lonely "No."

Elmer got some meed of satisfaction later when he aired his grievance against F. L. Howe, Walthour's trainer last year, who is indebted to Elmer for a broken contract of last year. Howe was suspended pending settlement of that and other claims against him.

The following resolution, introduced by Chairman Batchelder, also was adopted:

Resolved. That the middle distance professional championship for 1903 be decided upon a paced circuit, and the board of control is instructed to confer. with and assist the tracks in the arrangement of such a circuit:

A. A. McLean, who was suspended a year ago for non-payment of prize money, and has since sued the organization for damages, came in for a warning. Action was taken warning all tracks under penalty of forfeit of franchise rights not to have any dealings whatever with him. Until McLean has settled all prize moneys and the legal expenses incurred in suits of riders and has withdrawn his action against the N. C. A. and paid the costs involved therein, McLean will be continued on the suspended list

After the meeting of the N. C. A. there

After the meeting of the N. C. A. there was a meeting of the track owners with the Board of Control, to arrange for the paced circuit. Everything done was in conformance with the plan outlined in The Bicycling World last week.

It was decided to have a circuit of twelve tracks and twelve riders, with three substitute riders to replace those ill or injured. An executive committee to manage this paced circuit, composed of four track owners or lessees and the chairman of the Board of Control were chosen, as follows: Colonel F. R. Wendelschaefer, Providence; E. F. Damon, Charles River; J. C. Kennedy, New York and Philadelphia; C. R. Klosterman, Baltimore; A. G. Batchelder. This committee will meet at Boston on February 16 to conclude the details, arrange the schedule and decide upon the riders to be engaged.

It was settled that there shall be three riders in each race and that each track of the circuit shall have one championship race each week from June till the end of August. Points will be awarded, three for first, two for second and one for third place in each race. Two good foreign riders will be admitted to the circuit and each man will have to meet every other man and ride in from twenty-four to thirty-six races during the circuit. At the end of the season the five men having the greatest number of points will have divided between them a "grand prize" which will be formed by laying aside 5 per cent, of the gross receipts at each race meet.

The following fifteen tracks have applied to be included in the circuit, but three will have to be excluded: Revere Beach, Boston; Charles River Park, Boston; Providence, Worcester, Lowell, Springfield, New Haven, Hartford, New York (Madison Square Garden), Philadelphia, Atlantic City, Baltimore, Washington, Pittsburg and Richmond, Va.

Calumets Have a Full Corps.

New officers for 1903 have been elected by the Calumet Cyclers, the largest club of negro cyclists in the country. The club is in a flourishing condition, and its seventh annual ball is to be held at Tammany Hall to-night (Thursday). The new officers for the year are: llouse officers-W. A. Riker, president; J. L. Robinson, vice-president; G. W. Washington, treasurer; Charles H. Dudley, financial secretary; W. O. Smith, corresponding secretary; James Chambers, recording secretary; James W. Lucas, chaplain, and Samuel S. Tittley, sergeant-at-arms, Road officers-Charles M. Valentine, captain; George W. Montague, first lieutenant; Charles R. Payne, first road surgeon; George B. Harmon, second road surgeon; Thomas Ciares, second lieutenant; A. W. Patterson, color bearer; Moses Mimms, second color bearer; W. W. Johnson, right guide; Charles Stevens, left guide; W. H. Adams, first bugler, and J. H. Jarvis, second bugler, Board of trustees-B. B. Hamilton, J. A. Riley and E. A. Lewis.

Taylor Wins at Melbourne.

"Major" Taylor is developing into something remarkable as a handicap rider in Australia. This will be astonishing news to the circuit chasers here, by whom the negro boy has always been reckoned rather as a "no-account" in handicap races. Taylor and Robl, the German pace follower, are reported to be in great demand in Australia just now. After some brilliant riding at Sydney, they journeyed to Melbourne, figuring as the star attractions in the programme of the Melbourne Bicycle Club's meet at the Belle Vue grounds. An enormous crowd put in an appearance, and they did not forget to show their appreciation of the negro's grand riding. The first important item in the programme was a ten-mile paced match between Robl and the Australian champion, Forbes, who was beaten at Sydney, but had asked for another try against the German. Although making a good show, he was not equal to the fast pace which Robl set, and lost a second time. The event of the afternoon was a one-mile handicap, with Taylor occupying the post of honor. On looking at the haudicap it was thought the negro would not be able to repeat his Sydney victory, as he had to give away longer starts. He was equal to the occasion, however, and, riding better than ever, won his heat with something to spare. In the final he crossed the winning line five lengths ahead of R. H. Walne, to whom he was conceding thirty yards, Morgan, 170 yards, being third. Time, 1m. 58s. The European cracks will have a warm time if the "Major" keeps up his form.

Arkansas Awakens at Last.

Arkansas, one of the most backward of the United States in the matter of road improvement, has finally awakened and at a big two days' convention held in Little Rock, a resolution was passed by a unanimous rising vote instructing the Legislature to pass a law at once levying a tax of two mills on every dollar of taxable property in the State to raise a fund to be used by the State to aid its different subdivisions in building roads. Another resolution calling for the aid of the National Government in advancing the good work was also passed.

As was said at the Little Rock meeting, the Government is now spending \$2,000,000 on the White River, which will result in a slight improvement in its navigation that will benefit but a few carriers and a small number of people, whereas a permanent and well improved highway built with that large amount of money, either along the bank of that same river or in any other portion of the State of Arkansas, would contribute much more to cheapening transportation, would serve many more people, would increase the value of land adjacent to it, and would add very much more to the State's wealth.

"How to Drive a Motocycle." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York.

CYCLING MUSCLES

What They are and how Best to use Them and to Correct Faulty Action.

Before the English Vegetarian Cycling Club Macdonald Smith, a member of the International Commission of Physical Education, recently delivered a lecture dealing with cyclists' muscles which detailed methods that are sufficiently novel and interesting to claim consideration.

The lecturer explained that his object was not so much to tell his hearers what to do with their muscles in cycling as to emphasize "how to do it." The recognized authorities on the art of cycling were all agreed as to the importance of such matters as correct ankling, and a steady up and down motion of the knee without thrusting it outward on the one hand or rubbing against the top bar of the machine on the other. At the same time the only known method of obtaining control of the muscles concerned and so acquiring correct action was the tedious and tiring one of "practice, practice," In this direction there was an unnecessary waste of energy.

The cyclist who wishes to ride easily and gracefully has to consider more than merely developing the muscles that bend and straighten the leg. Besides the muscles that flex and extend the leg at the knee joint, of great importance are those that bend the foot up and down at the ankle. Then the large thigh muscles, which move the thigh up and down from the hips, require to be looked after.

In each case we find that the proper application of power depends upon other muscles besides those immediately concerned in moving the thigh, etc. He emphasized the statement that there should be no "wobbling" at the knee.

The cause, Mr. Smith said, lies in the weakness of certain muscles which keen the leg straight at the knee, and of other muscles which prevent lateral movement at the hip joint. If those muscles are strong the leg moves straight and steadily; if they are weak the leg may be straight in itself, but is sure to be shaky in action. Examples of this defect may be seen in the shakiness of the legs of youths beginning to cycle, and in the legs of many military men who have dereloped the bending and extending muscles, but have neglected others to such an extent that the unsteadiness of their walk is to be seen at every step. As in the case of a child who turns in his toes, moral injunctions do not help matters. The remedy lies in the physiological perfection of the muscle in question.

There are also the muscles which tend to twist the leg from the knee downward, and in a well balanced leg these are slightly stronger in the direction of turning the toes outward, so that a well balanced person always walks with toes slightly out turned. The cyclist must needs keep his foot approximately straight, and, therefore, must have full control of these muscles.

Of secondary importance, but tending to maintain the harmony of the whole, are the muscles of the spine, which secure a good position; those of the trunk, which are useful in balancing, and those of the arms, which are used in steering.

All these muscles must be not only strong, but under perfect control. Both muscles and nerves must be good and work well together. Fortunately the methods applied to develop tone in the one react upon the other.

The lecturer had every reason for believing that the fundamental principle of physical development should be stated as "the development and health of an organ is proportion to its nutrition." The nerve centres and the muscles connected with them are made up respectively of tiny cells and tiny fibres. Both cells and fibres wear out as



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they are used, but each have the faculty of building themselves up continuously if only they have certain nutritive materials within their reach. This nutrition is conveyed by the blood to the nerves and muscles, and the blood as it comes away carries with it the effete products of work. With heavy muscular work the tendency is for these waste products to accumulate in the muscle, clogging it and paralyzing the nerves, thus inducing the feeling known as "fatigue."

It follows, therefore, that a vigorous circulation of mutrition laden blood is the important condition required. Ordinary exercise involving hard work certainly increases the supply of blood, but only at the cost of an increased manufacture of waste products, "Free gymnastic exercises" do not increase waste products so greatly, but neither do they greatly affect the blood supply.

Mr. Smith had no desire to pose as an "authority," but had developed a system by which he was able to secure the maximum results in training and health generally at the cost of very little effort, and which he believed to embody the true principle upon

which all muscular training should be based.

He claimed that the desired results could be secured by what is called "full contraction" of a muscle. That is, the greatest possible shortening of which a muscle is susceptible within the body. Careful study of anatomy and certain mechanical principles were needed to decide how to obtain this, as the way was by no means always evident.

When the full contraction movement for any muscle is found, and the muscle exercised for a few minutes every day, the muscle rapidly gains in strength and size, but without the disproportionate development of the professional "strong man," which is due not to muscie, but to growth of connective tissue. Full contraction development approximates the body to classic proportions, Besides this, the muscles get to be so thoroughly under control that difficult and complex movements can be learned with next to no practice. (The lecturer demonstrated the effective control of different sets of muscles by describing a square with one hand and the figure 8 with the other at the same time.)

But the most remarkable result is that, instead of the exercises causing fatigue, like other forms of exercise, a few full contraction exercises after a long spell of riding or severe brain work dispel fatigue as if by magic. The reason is really simple. The full contraction squeezes the small veins and capillaries lying beneath the muscle fibres, and so drives out the impure blood. On relaxation the arterioles and capillaries distend and fill with pure, mutritions blood from the heart. Expulsion of bad blood and introduction of fresh nutriment necessarily imply removal of the condition of fatigue.

Herein lies an advantage of full contraction over massage for the long distance cyclist. Massage can only reach the surface muscles, but a few full contractions can be gone through and have effect on all the principle muscles used.

The perfect control of each set of muscles is invaluable for the cultivation of style. Mr. Smith found that feats previously impossible became quite easy after the necessary exercises had brought complete control.

Quickness also comes with control, the probable effect being to get a better pedalling speed on a lower average gear.

Endurance depends so largely upon nerve tone and purity of blood that it is inevitably improved in unison with the increased flow of pure blood induced by these exercises.

of pure blood induced by these exercises. If the best condition of muscle and urrve is to be maintained, unnecessary hard exercise, such as continual practice with dumbbells, exercises, etc., should be avoided, as the tendency is to increase the waste products and throw extra work on the eliminatory organs. With full contraction exercises this does not apply, as they do not involve work or fatigue, but, on the contrary, so rid the capillaries of waste products as to dispel fatigue and beget the greatest health of nerve and muscle.

Riders who find much cycling has overdeveloped certain muscles—a result which reacts harmfully on the rest of the body by robbing it of nutriment—will find it possible to restore the balance by applying full contraction exercises to the neglected parts.

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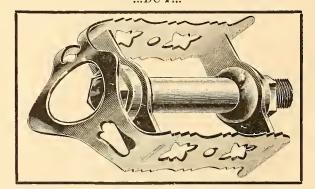
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ARE PEDALS NECESSARY

Argument of a Man who Takes the Negative Side and his Deductions.

Are pedals on motor bicycles necessary or desirable? asks a writer in The Motor, and adds: Before proceeding to deal with this question it will be as well to consider what the articles are and what purpose they serve.

Pedals are a relic of barbarous times, and were devised by primitive man. He had discovered the velocipede, and, having the spirit of invention born in him, he not unnaturally sought for some easy method of driving his vehicle. Why he did not think of that easiest of all methods, the gasolene motor, we shall never know, but, having been accustomed for many generations to regard his legs and feet as the only possible means of propulsion, he was perhaps scarcely to be blamed for looking in no other direction for the motive force he required. And so it came about that at first he placed the saddle at such a height as would allow him to touch the ground with his feet, and he propelled the machine by striking out with first one foot and then the other. Later on, when his own views on the speed limit had altered and developed, and when the authorities had become more tolerant he began to seek about for the ideal method of propulsion, and finally invented pedals, with their attendant complication of crank, crank axle, chain wheel, chain and sprocket wheel, having, very early in the proceedings, discarded the direct drive such as he had adopted in a machine which recent reseraches tell us he called the "good old ordinary."

When in modern times man discovered the ideal method of self-propulsion he adopted the ancient form of bicycle frame, and, finding the pedal system attached thereto, retained it. And here we have one of those curious iustances of the influence of little things. One of the last inventions of primitive man was the free wheel clutch, which he had introduced into his pedal system. Had the free wheel clutch not existed the motocycle of to-day would be totally different in many ways from what it is.

Just what has been the real influence of the bicycle upon the motor bicycle is a matter for the historian of the future to decide. At present it seems to be that the motor bicycle is but a development of the pedal driven machine, but it may eventually turn out that the cheapest form of motor vehicle will strike off at a tangent and develop in a way which we to-day cannot foresee. If that should be, the future historial may decide that the bicycle, with its crude pedal system of driving, has delayed the advent of the perfect two-wheeled motor.

At present we use the pedals for two purposes. The first is as a method of starting the engine, and the second is as a pair of foot rests while we are riding. It must be admitted that in neither of those two capaci-

ties are the pedals a success. They entail the starting of the motor in the roundabout way of first getting the machine on the move, and thus enabling the machine to start the engine. If we can just for an instant consider the feelings of the driver of a locomotive who was called upon to get going in the same manner we can in a measure gauge the absurdity of the proceeding. And even assuming that we should be content to dispense with the ideal method, it must be granted that the pedal is not even a practical method. If the rider happens to stop his motor on an up grade he is left helpless, because the weight of the vehicle prevents him from getting sufficient weight upon it to restart the motor. And even on level ground pedalling the machine at the start is no joke. In fact, under all conditions, with the sole exception of a down grade, my own practice is to run alongside the motor bicycle and get the engine working before vaulting into the saddle. This I confess is mainly due to the fact that a trailer is attached on the majority of my rides.

As foot rests pedals are not all they might be, because they necessitate the feet being at the ends of opposite radii. Their chief virtue lies in the fact that, being free to oscillate, the feet are practically insulated from vibration and road shocks. A pair of well placed foot rests would, however, do all that a pair of pedals attached to a revoluble crank shaft would do, and in some people's opinions they would do more. There are pedalless motor bicycles in existence, and in one special type the rider sits upon a separate carriage hung on springs, which has at its apex the seat for the rider and at its lower extremity a pair of foot rests. Thus he is quite insulated from vibration, If the pedals be dispensed with a method of starting the engine is required. In one case it is started by means of a starting thong, which is wound round a drum and pulled. In another it is started by a handle. With regard to the question of the use of pedals in traffic, undoubtedly they avoid the necessity for dismounting should the engine be accidentally stopped when the machine itself stops, but the driver must either take care to prevent this mishap or must put up with the consequence just as a car driver

The swinging cranks which have passed through my hands, and which have been designed to enable the rider to swing the cranks round to an equal position, have not ocen a success. When swung into a riding position there has been nothing to complain about, but the difficulty comes in when it is desired to pedal, either for the purpose of starting or when the driver desires to suddenly sprint through or away from danger or to take advantage of an opening in traffic. Then the obstinate crank which declines to come up is a nuisance. The only way in which this sort of device can be made a success is to cause the altering crank to return to its normal position on the removal of the rider's foot, and it should then become firmly

locked, only to be released by a definite movement on the rider's part.

Reviewing the whole question, it becomes apparent that pedals are not really necessary for either of the purposes for which they are at present being used, and my opinion is, therefore, that pedals will be abolished on certain classes of motor bicycles in the near future. Their removal and the departure with them of the cranks, bottom bracket, chain wheel and chain, remove a very great obstacle from the path of the designer.

For the designer and maker of a motor bicycle there are open two lines of thought, and as a consequence the choice is given of two courses of action. It can be considered that the motor bicycle is but a single step above the bicycle, and should be made as close a resemblance to that machine as possible. In this case the aim would be toward a very light machine, weighing, we will say, somewhere in the region of fifty or sixty pounds, all told.

The machine would be easy to handle, and therefore would appeal to the man with awkwardly placed accommodation, such as at the top or bottom of a flight of stairs. A certain amount of efficiency and reliability would perhaps be sacrificed, but in the case of a breakdown the machine would not entail too great a strain if pedalled home, while carriage by railway would be facilitated.

The other line of thought for the designer would be to consider that there need be no more similarity between the motor bicycle and the bicycle than he finds to be necessary or advantageous. The great aim should therefore be to secure efficiency, reliability and capacity. These can, so far as our present knowledge allows us to speak, only be attained by the use of ample material, and this fact brings the weight up to at least a hundredweight. The rider of the high powered efficient cycle will fall into much the same category as the car driver, and, if he gets a breakdown, he must be content to get matters right at the earliest moment and in the most convenient way.

Thus it seems to me that the answer to the question, "Are pedals wanted?" depends entirely on the point of view. Each rider will have to consider the circumstance which affects his choice, and if he has to keep his motor in his bedroom, and wants to be able to pedal it home whenever it goes wrong, he will buy the featherweight with pedals. If, however, he has ample ground floor stabling, and means to always come back under the same motive power which took him out, he can dispense with pedals and reap certain advantages therefrom. The maker must decide which class of rider he will cater for.

Will Hold "Demonstrating" Meetings.

Both the New York Motor Cycle Club and the Alpha Motor Cycle Club, the latter of Brooklyn, are arranging for "demonstrating" meetings. The makers of two motor bicycles have already agreed to have representatives present to dissect and demonstrate their respective machines.

Tire Troubles in Winter.

"Somebody or other has asserted that winter riding is easy instead of hard on tires, as is the general opinion. I don't know but what I am forced to the same conclusion, although it does seem as if theory points in just the other direction. But, then, theory doesn't weigh much, and a whole lot of it is ontweighed by a very little practice." The dealer who spoke was chatting with some customers who had dropped in.

"Did you ever hear of many tire troubles during the winter? I'll confess that I don't have much tire work to do, and it isn't altogether because there is so little riding indulged in then. Come to think of it, I don't believe I ever had a puncture in the winter; I know very well that I never repaired a tire on the road in cold weather, although I have done it scores of times during pleasant weather. A roadside repair, with the thermometer well below the freezing point and all the streams frozen, would be an experience not likely to be forgotten.

"Ice, frozen ruts with rough, hard edges, half thawed mud—these are things encountered all through the winter, and one would think that they would play havoc with fires. Not only punctures, but cuts, nipped tubes, etc., ought to follow in their train; but they don't seem to do so.

"Warm weather seems to affect tires injuriously, to render them peculiarly liable to penetration by sharp pointed objects, just as moisture does. You take a tire on a wet road and it will puncture more readily than on a dry one. It is the same way on a warm day. The rubber does not seem to possess the same powers of resistance."

Vital Parts of Motor Bicycle Frames.

The most vital parts of the frame of a motor bicycle are the fork crown, bottom head lug and bracket. Regard the frame of a motor bicycle as a weighted beam, firmly hinged at one end and supported upon an inclined pillar at the other end; the front forks represent the pillar, and these must be stiff enough to avoid any chance of buckling, and as at the fork crown all shocks and concussions are suddenly arrested, and there is a considerable tendency toward crystallization of the steel at this point to occur, and risk of sudden fracture. This, remarks an authority, is provided for at present by making the factor of safety at this point higher than at any other, but there seems to be a real opening for the spring fork in motor bicycle frame design. Vibration from the motor must also be considered when frame building, and each joint should be carefully reinforced with tapered liners of great r length and taper than in the usual cycle frame.

Overcoming the Grip.

Who ever hears of loose grips nowadays? No one, at least where good machines are concerned. Yet there was a time when no one seemed to be able to fasten cork grips securely. They would be loose on machines

that had not been taken out of the crate, and every dealer remembers the trouble he had in trying to make them hold, and the heartburnings that were eaused by claims for grips broken because they were improperly fastened. Then somebody hit upon the bright idea of driving a wooden plug in the end of the handlebar tube and screwing the grip fast to it. That did the business effeetually, and makers tumbled over each other in their eagerness to follow the example thus set. Then better cements came into use, and it was soon found that a cork grip could be made to hold without the wooden plug and screw, although the latter always clinched the matter.

The Jobber's Sollloquy.

To cut, or not to cut; that is the question: Whether it is better in the mind to suffer The loss of orders and those old accounts, Or to take arms against a sea of rumors And by a discount end them. To cut, to break;

No more; and by that stroke to say we end The heartache and the thousand daily shocks Jobbers are heir to, 'tis a consummation Devoutly to be wished. To cut, to break; To break that dread agreement; aye, there's the rub.

For in that break what pangs may come When we have forfeited our good hard eash Must give us pause: There's the respect That makes the plunge of so much danger

Else who would bear the kicks of travelling men.

Retailers' taunts, competitors' crooked ways, Punching of goods and other measly fakes The Patient Jobber on small margin takes. When he himself might a hiatus make With but a discount: Who would swallow dirt

And grunt and swear under such dire restraint

But that the dread of something afterwards— That lost five hundred—puzzles the will And make us rather bear loss those ills we have

Than fly to others that we know not of.
Thus boodle does make members of us all,
And thus the bend of natural inclination
To give an extra "Five" or punch good
"firsts."

To date ahead or monkey with the terms, With this regard finds its strong currents

And lost in dumb paralysis.

-(Anonymous.

Hindsight and Foresight.

"If you could only tell in advance the result of a certain action what a help it would be. Or, to put it another way, how much better hindsight is than foresight," said the old rider.

"I have often thought of this upon discovering a nail or some other sharp object in my tire. To pull it out or let it stay—that was the question. 'Pull it out," urged common sense, with all the weight of precedent back of it. 'Maybe it hasn't penetrated the inner tube,' suggested caution. 'But it will if the tire is ridden,' was the response of common sense. And between them there is a pretty good chance of roing the wrong thing.

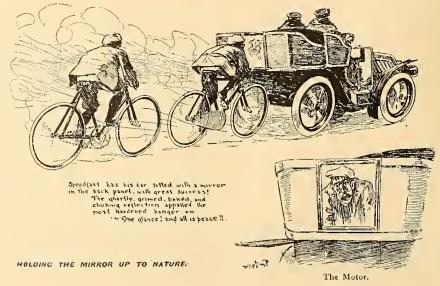
"Obviously, if there is any doubt on the subject, the thing to do is to put a little water—saliva will do—on the tire and see if it is leaking. This is a sure sign with a single tube tire, but much more doubtful with a double tube.

"Well now, suppose it does show a leak, what is the proper thing to do? It may be a slow one, that would not prevent your getting home before the tire becomes deflated. Or, suppose there is no leak, what then? Would you risk its being pushed in far enough to puncture and perhaps damage the other side of the tire? It might be pointing at such an angle that there would be little danger of its doing this, while if it were puiled out, a leak might develop that had been effectually closed as long as the object remained in place.

"Whichever way you decide upon, however, it turns out to be the wrong one; such is my experience, anyhow. And then you feel like kicking yourself for your want of judgment."

" Major" Taylor Plays Preacher.

"Major" Taylor has appeared in a new role, according to accounts, for he is stated to have preached in a Methodist chapel in Sydney. The chapel was crowded to hear Taylor hold forth on the necessity of keeping the Sabbath religiously and tell about his rfusals of all and any offers to ride on Sunday.



THE BICYCLING WORLD

THE HANGING-ON HABIT

Is an inborn one and Extensively Practiced Is not Easy to Defend.

"Q" riends of the motor bicycle don't like the 'hanger on,' do they? Well, I can't say that I blame them, for it is annoying. But there are two sides to everything, and there is reason for the trick of the 'hanger on' even if it is not a good excuse for the practice," remarked an old rider to the Bicycling World mau.

"Ever since there were more than one bicycle and one bicycler the 'following' habit has been in existence. Even on wide, smooth roads the regulation order for riders is single file. They never ride side by side, unless it is a parade or something of that kind. There is an inborn desire in every rider's heart to get behind the other fellow and take advantage of his pacing. It is, of course, easier to follow pace; easier both physically and mentally. Let one stranger meet another on a road, both going in the same direction, and one will drop in behind the other, while the leader will be tempted to follow an exactly similar course.

"And the same impulse that drives one rider to follow pace leads the pacer to dislike to do the 'donkey work.' He realizes that he is being made a 'donkey' of, and the thought makes him angry. He becomes impatient, and if he can't run away from his tormentor he will try to fall behind and part company with him.

"Now, the man who follows—or 'steals' pace from a stranger knows that he is not playing square, and if his conscience is in good working order he feels meanly over it. Yet he will frequently persist in his course, feeling sort of sneakish all the while. If the man he is making use of 'cuts up roughly' about it he will probably drop off; but if not he is pretty certain to keep on.

"When it comes to the motor bicycle the proposition is very different. There is still the same unwillingness on the part of the rider of the self-propelled machine to be made use of, an unwillingness that the pedal driver is fully conscious of. But he feels that there is a difference. With the rider of the pedal driven machine who has to make pace there is a double grievance, inasmuch as he has unwelcome company forced on him and has to work hard to ease the labor of the follower. In the case of the motor bicycle rider there is only the dislike of being followed and the slight element of danger should there be a collision. The motor does the work, and does it just the same whether there is any one following or not.

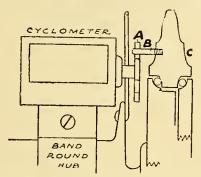
"The 'hanger on' feels this, and reasons that he is the weaker party, and as such entitled to such help as comes from being paced. Selfish reasoning, of course, but there it is, and you can't get away from it.

"It must be admitted, too, that unpleasant as it is to be followed in this fashion, without even so much as a 'by your leave, sir,' it is not always easy to abate the nuisance. You may say that no gentleman will resort to such a practice, but I am afraid that is going a little too far; or assume that a polite request to stop the practice will be heeded, which is not always a safe assumption. There is only one thing left to do, and that is to run away from the intruder, and if he is a scorcher that is frequently just what he is looking for—to have a brush behind a fast motor hicycle. The only alternative is to slow up suddenly and try to cause the enemy to come a cropper, which is a pretty desperate remedy.

"I suppose it will straighten itself out in the course of time, as all such matters do, but pending the settlement there is going to be lots of trouble."

To Register the Mlles Coasted.

Despite the fact that it would prove a ready seller and a stimulant to interest in



coaster brakes, the coasting cyclometer applicable to any wheel is still wanting. To the man who will take the trouble, however, the use of such an instrument is easily possible by his own effort. An ordinary cyclometer is mounted inside the hub, with the star wheel projecting through the spokes. A steel pin is screwed or soldered into a hole, bored to receive it in the outer ring (c) of the free wheel. This pin is shown at b, star wheel at a. When pedalling forward, the hub and chain ring revolve together as one piece. Consequently, the cyclometer does not register. In the act of coasting, the chain and chain ring (c) are stationary, Therefore, at every revolution of the back wheel the cyclometer, being carried round with it, allows the star wheel to strike against the pin b, thereby registering. This will be quite accurate, as in coasting even a very short distance, as in traffic, say, onethird revolution of the wheel, the star wheel is against the pin. In driving forward, the star wheel will be one-third round from the pin, the next time two-thirds round, and the next free wheel will cause the star to pass the pin again and register. Thus, whatever the distance coasted, it will be accurately re-

New Papid Turns the Corner.

British trade conditions have indeed improved when a moribund concern like the New Rapid Cycle Co. can "turn the corner" and, after years of successive losses, report a profit. In the case of this company the balance was only a little over \$3,000, but it gives the directors confidence that 1903 will result in a much better showing.

We are Now Delivering 1903

Order Now and Avoid the Rush

Motocycles

Our Motocycle Catalogue describes them.

INDIAN CYCLES, \$25.00 \$30.00 \$40.00 \$50.00

HENDEE MFG. CO.

SPRINGFIELD,

MASS,

THE BICYCLING WORLD

TO WORK ALUMINUM

How Some of the Difficulties may be Overcome and Some Fine Effects Obtained.

Aluminum alloys may be worked in as many shapes and forms as brass with similar methods and tools, but under modified conditions to suit the different nature of the metal.

The tools employed in forming aluminum in the different shapes include all the known methods used in working that metal for manufacturing purposes after it leaves the mills.

The most serious difficulties to be encountered in working aluminum, says H. Robinson in the American Machinist, are "hooking-in," clogging and squeaking, in drilling; tearing and "goughing-in," in milling and planing; "jamming" up or blocking of punchings in dies, and consequent breaking of punches; the cohesion of fine particles of aluminum, compressed hard to the cutting edges of punches and inside of dies, and on bending or forming dies, scratching the aluminum; parting or breaking the metal in drawing it.

To avoid trouble in drilling, milling and planing, the front cutting edge of the tool should be at right angles with the metal cut, and at the back or bottom of the cutting edge there should be about 15 degrees clearance. The cutting edges should be carefully sharpened with an oilstone, and the metal should be removed or cut with a high speed, but the cut should be light, both in depth and feed. In drilling a straightfluted drill is best; if a twist drill is used, the front of the cutting edges should be ground straight. Soap water, kerosene, turpentine or lard oil can be employed as a lubricant for both drilling and tapping. For milling or planing no lubrication is necessary to produce good work.

In cutting does for aluminum there should be t least 1 degree clearance. If the blank is over 1-16 inch thick and a smooth, uniform edgeg and exact size of blank are required, it should be recut or "shaved" in a second die, which should be made straight on the inside cutting edge for not more than the thickness of one block—or two at the most—in order that the die may retain its exact size after re-sharpening. Allow about 9.01 inch on the outside of the blank for shaving to ½ inch of thickness, but if the blanks are of a hard aluminum allow, half that amount will be sufficient.

The cutting edges of both punch and die should be sharpened very smoothly after grinding with an oilstone.

Lard oil or melted Russian tallow, the best for lubrication, should be used on both sides of the metal.

Punches and dies should be carefully cleaned occasionally of the fine particles of aluminum that will be found adhering to the edges.

In drawing aluminum of a thickness not more than 1-32 inch and a depth of draw more than ½ inch, to avoid the tearing or wrinkling of the blank, It should be held between a ring supported on pins and springs, and the face of the punch, rather than between the edge of the forming cavity of the punch and the sides of the forming block, as is the case in a draw-plate dic; but, however it may be held, after it is drawn up first in U-shape—redrawing several times is necessary in ordinary draw plates and plungers—care must be taken not to employ too fast a speed in the operation, or the work will

The Last Pedestrian.

I found him on a country road,
He ambled through the dust;
His cap was pulled across his eyes,
His hands in pockets thrust;
His head was bowed upon his breast,
As one who seems to grieve,
A more dejected-looking man
You couldn't well conceive.

"Alas, poor fellow!" so I thought,
"He has some secret grief;
Perchance a stranger's kindly word
Might help to bring relief."
I stayed my sturdy steed of steel
(I mean my wheel, you know),
And asked him, as I drew abreast,
"Sir, what may be your woe?"

He pulled up short, and turned his head. To find himself addressed,
Then shrugged his shoulders mournfully,
And sadly beat his breast.
"My heart," he said in husky tones,
"Is weighted down with care;
The burden on my conscience, sir,
Is more than can bear!"

"Perhaps," said I, "dyspepsia,
Or other kindred ill
Is what is wrong? Why don't you try
Pink pills of Dr. Bill?"
The stranger shook his head. "Ah! no,
Nor any other man's.
My grief is this—I am the last
of the pedestrians!"

-(Cycling.

break at the bottom through too sudden impact.

If the aluminum to be drawn is thicker than 1-32 inch, it can be drawn direct, without the spring ring mentioned above, to a depth of % inch, or even deeper, the exact depth depending largely of course upon the composition of the aluminum alloy, the shape of the article to be produced, the finish on the dies, and the speed of the press.

Aluminum is not a suitable metal to work in compound or sub-press pies, as the number of pieces of this metal that can be punched out without putting the dies out of commission by clogging, and consequent breaking of punches will not be sufficient to pay for the cost of the tools.

Bending or forming dies for aluminum should have all the friction parts very smooth and polished in the direction of the draw or bend; that is, the grain of the die and punch should be in the direction in which the metal travels in the die. Lard oil should be used on both sides of the work.

In spinning aluminum, best results are obtained by employing a high speed; with a light pressure of the spinning tool, evenly and gradually applied. Aluminum may be stamped under a drop-hammer with about the same weight and momentum as required for silver.

. To produce the proper surface finish on aluminum, it should be first dipped in caustic soda or muriatic acid, to get the oil off after the press work is done, then washed off in cold water and dried in sawdust.

"Satin finish" is produced with a circular, fine brass wire brush running at a speed of not less than 2,500 turns per minute. Care must be taken not to burn the work in the operation. After dipping again in a solution of caustic soda, the work is washed off in cold water, dried in sawdust, brushed off with a soft hair brush by hand and wrapped in soft tissue paper to prevent scratching or getting dirty. If a smooth polish is wanted, it can be given to the surface by buffing, but without "rush"; and aluminum parts, especially castings, can be nickel-plated to good advantage. It is also possible to enamel this metal any color; a very nice effect can be produced by engraving or chasing, as on silver, and a good alloy will keep bright a long time.

The Week's Exports.

Antwerp—6 cases bicycle material, \$180; 1 case bicycles, \$45.

British Australia—50 cases bicycles and material, \$7,809.

British West Indies—15 cases bicycles and material, \$461.

Brazil—2 cases bicycle material, \$210.

British East Indies—16 cases bicycles, \$287.

Cuba-2 cases blcycle material, \$33.

China-2 cases bicycles and material, \$45.

Colombia-3 cases bicycles, \$61.

Glasgow-3 cases bicycle material, \$86.

Havre—9 cases bicycle material, \$345; 30 cases bicycles, \$465.

Japan—32 cases bicycle material, \$1,543.

London—4 cases bicycles, \$60; 14 cases bicycle material, \$896.

Liverpool—23 cases bicycles, \$390; 19 cases bicycle material, \$304.

New Zealand—36 cases bicycles and material, \$1,441.

Peru-1 case bicycle material, \$36.

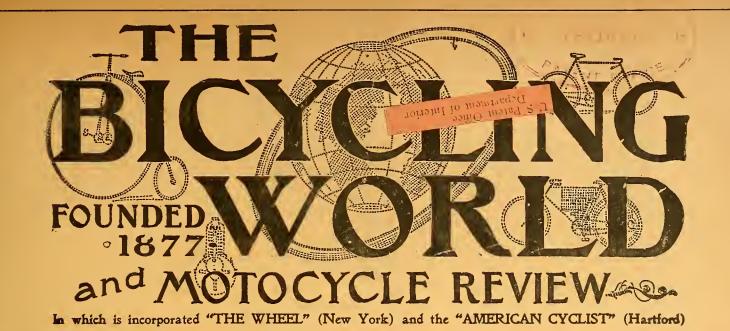
Rotterdam—54 cases bicycle material, \$1,-970.

St. Petersburg-17 cases bicycle material, \$175.

Tasmania—7 cases bicycles, \$118.

British Australia—1 case motor cycles, \$154.

The adhesiveness of rubber tires is well known, and ice viding is almost as safe as riding on the road. The smoother the ice the better the tire will grip. Even with the old high wheels, with their small, solid tires, it was reasonably safe to ride on the ice, provided no sudden or sharp turns were made.



Vol. XLVI. No. 20.

New York, N. Y., U. S. A., Thursday, February 12, 1903.

\$2.00 a Year. 10 Cents a Copy

Judge J. Buffington has rendered a decision in the Circuit Court of the United States, Western District of Pennsylvania, under date of January 22, 1903, against Morgan & Wright, suit having been brought by them some time ago for infringement.

ANOTHER IMPORTANT DECISION

has been rendered by the public to the effect that the Pennsylvania Rubber Company are making the best Inner Tube and Double Tube Bicycle Tires on the market, constructed on the best principles.

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PENNSYLVANIA RUBBER CO., Jeannette, Pa.

"THE BEST BICYCLES ON EARTH"



THE READING STANDARD BICYCLES

IF you don't believe it, write us, and we will send you samples or have our representatives call to convince you. We invite your inspection and comparison. Seeing is believing. Quality considered, there are no better bicycles in the market to-day at anything near our prices. Besides we can deliver.

OUR BICYCLES LIST AT \$50.00, \$35.00 AND \$25.00

We have in addition a proposition that will interest you if you are in the business for profit. We want responsible, first-class agents only, and since 1896 the READING STANDARD BICYCLE has always been in the front rank for high quality and its reputation as an honest, reliable bicycle is unquestioned.

We will be pleased to give you further information.

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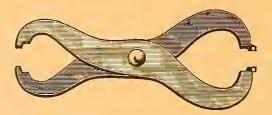
READING STANDARD CYCLE MFG. CO., READING, PA., U. S. A.

Some Good Sundries.



3-4, 13-16, 7-8, 15-16 1 and 1-16 inch plugs tapped 5-16-24.

Bolts 4 1-2, 6 and 10 inches long.



No. 2704. ADJUSTABLE.

CHAIN REPAIR LINK.

Patented October 26, 1897.



a temporary, but perfect, substitute for broken block.



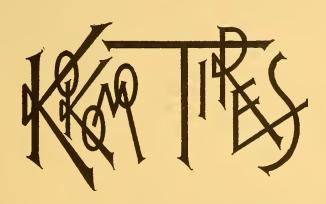
Fits almost any bicycle nut.

......Made by THE CROSBY COMPANY, BUFFALO, N. Y.

PUT IT DOWN

IN BLACK AND WHITE

You simply cannot get better than



It matters not where you may go, how hard you may try, or what price you may pay.



KOKOMO RUBBER COMPANY

KOKOMO, INDIANA.

C. B. BARKER & CO., LTD., NEW YORK 93 Reade Street. 93 Reade Street.

1903 Barker Special Bicycles

STRIPPED OR EQUIPPED.

Believing from our past experience that our trade require and desire a **high** grade of goods which they can offer to their customers as **the best**, we have secured this year, **not the cheapest** but the **best line** of bicycles to be had at moderate prices and we here present

THE BARKER SPECIAL BICYCLES AS THE BEST.

Calling special attention to the material used and workmanship.

SPECIFICATIONS

All Tubing used is the highest grade, seamless, r inch; Weston Hubs with all parts turned from the solid bar, including barrels, cones and cups. No stampings or pressed cups used.

Hangers—New model, Fauber Special, diamond faced cranks, and recess sprocket. Recessed Sprockets are much superior and more expensive than the plain sprockets where arms and rims are the same thickness.

Fork Crowns are narrow, neat and artistic forged from high grade stock and nickel plated. This crown is strong and a special feature.

Rear Fork Ends—A new modern design. Patent Chain Adjuster, which not only pushes rear wheel backward but also pulls it forward, giving a perfect adjustment without trouble. Flush joints, Flush Ball Cups, V-Shaped Rear Stays with Straight Brace, Short Heads.

ENAMELED RIMS, BLACK WITH RED STRIPE.

Finish Black Enamel—This is a special point in the 1903 Barker Special, heavy black in three coats, a finish that cannot be had on cheap bicycles.

Helghts of Frame—Gents' 20, 22 and 24 inch. Ladies' 20 and 22 inch. Regular Gears. All parts can be obtained promptly.

GUARANTEED.

Always in Stock Ready for Delivery.



RIGGS-SPENCER COMPANY, Manufacturers, Rochester, N. Y.

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Bicycles, Tires, Sundries **Motor Bicycles**

Until you get out 1903 catalog and prices. Send for them.

E. J. WILLIS, 8 Park Place, New York.

Star Bridgeport Star 1903 Star ONCE TRIED ALWAYS USED. Bridgeport Bridgeport ARE FAMOUS FOR Simplicity Quality Durability Finish and Style Easy Running Send for Complete Circular-Mailed Free. tar THE BRIDGEPORT GUN IMPLEMENT CO., 313-317 BROADWAY, NEW YORK.

Bridgeport

Star

Star





Announcement for 1903

MITCHELL

Bicycles,

Motorcycles,

Automobiles.



WISCONSIN WHEEL WORKS, Racine Junction, Wis.

MEET US AT CHICAGO SHOW, SPACES 101=102.





Plain Talk to Bicycle Dealers.

T'S OUR business to make "PIERCE CYCLES" and it's YOUR business to sell THEM and NO OTHER. It seems to be EVERY-BODY'S business to "KNOCK" bicycles and not "PUSH" them. If you will GET OUT AND RIDE, will tell people they need EXERCISE, and that the BICYCLE IS THE GRANDEST VEHI-CLE FOR EXERCISING THE MIND OF MAN HAS EVER DEVISED, AND WILL KEEP EVERLASTINGLY AT IT, you will improve YOUR business and OURS, and will prove a benefactor to thousands of overworked, complaining men and women. GET OUT IN THE SUNSHINE and SELL THEM "PIERCE CYCLES"; BUT IF YOU CAN'T SELL THEM ANYTHING SO GOOD, SELL THEM BICYCLES, ANYWAY, and some day they will want a "PIERCE" and WILL BLESS YOU. IF WE ALL JOIN HANDS, we can make of this business what it used to be—the WONDER OF THE WORLD. We can help to KEEP THE MIND AND BODY HEALTHY AND VIGOROUS, WE CAN GET THE PEOPLE INTO THE SUNSHINE, AND WE CAN HELP OURSELVES BY HELPING OTHERS.

The George N. Pierce Co.

BUFFALO.

Makers of Pierce Cycles, Pierce Motorettes, and Arrow Motor Cars.

MR. DEALER,

Live with the Living, Don't Die with the Dying.

THE RACYCLE

Has them all skinned a block.

Twice as many sample orders already filled as any other factory has booked for the season.

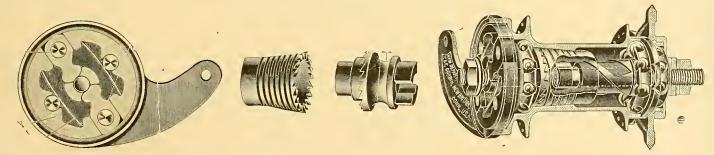
NO DELAY IN SHIPMENTS.

Do you realize the folly of tying up on the promises of back numbers and dead ones? If so write to the Quick.

THE MIAMI CYCLE & MFG. CO.,

MIDDLETOWN, OHIO.

THE CORBIN DUPLEX



The Choice of the Man who Knows What's What in Coaster Brakes.

** 1903 MODELS ***

Can now be furnished promptly by any progressive jolber or dealer.

CATALOG ON REQUEST.

P. & F. CORBIN, - -

- - New Britain, Conn.

The Wise Dealer

in selecting bicycles for the sales floor, bases his choice on these points:

- ARE THE GOODS WELL KNOWN LOCALLY AND THEREFORE CHEAPEST AND EASIEST TO SELL?
- ARE THEY MADE IN POPULAR STYLES WITH GOOD TALKING POINTS FOR THE SALESMEN?
- ARE THEY PRODUCED IN FACTORIES OF CAPACITY SUFFICIENT TO WARRANT THEIR ABILITY TO MAKE PROMPT DELIVERIES IN SEASON?
- ARE THESE FACTORIES SUFFICIENTLY ALLIED TO THE STEEL TRADE TO GUARANTEE A SUPPLY OF MATERIAL AMPLE FOR THEIR PRODUCT?

THE WISE DEALER WILL SELECT OUR LINES

because our goods are well known East and West.

The Rambler, steadily advertised for twenty-four years.

The Crescent, sky=high for twenty-three years.

The Imperial, a household name for twelve years.

The Monarch, advertised by its lion's head for ten years.

EACH BRAND HAS MANY POPULAR TALKING POINTS.

Twenty-five varied models: New motor model; chainless two-speed model; low drop frames; light men's and women's types; new spring forks, new hubs, new bars, new sprocket designs, new pedals, new chains, new spring frame, new style tubing, new name plates.

OUR CAPACITY IS ENORMOUS.

Our Chicago factories have long enjoyed the reputation of being among the largest, if not the largest producers in the country.

OUR MATERIAL IS ASSURED.

There is and will be all season a scarcity of material, but owing to our close alliance with producers and our orders placed early, we will suffer less than competing makes.

American Cycle Mfg. Company,

WESTERN SALES DEPARTMENT,

CHICAGO, ILLINOIS.

The Gibraltars of Wheeldom



CLEVELAND

"BUILT ON THE SOUARE."

Tribune

THE FAMOUS "BLUE STREAK."

There is a world of satisfaction in handling the BEST KNOWN, MOST ADVANCED and complete line of Bicycles that it is possible to build.

It insures the dealer STEADY SALES, LEGITIMATE PROFITS and SATISFIED CUSTOMERS.

We have a good paying proposition to offer dealers—WRITE US AT ONCE.

Agencies are being closed rapidly.

CATALOGUES AND PRICE LISTS ARE READY AND WILL BE MAILED ON APPLICATION.

The lines include MEN'S and WOMEN'S

CHAINLESS, CHAIN, CUSHION FRAMES, RACERS, ROADSTERS, TANDEMS and MOTORS.

THE NEW MODELS SPEAK PRAISES OF OUR PRODUCTION.

Our new Two-Speed Gear in Combination with Coaster Brake is the hit of the season.

Our new Spring Fork is a neat and attractive device which adds greatly to the comfort of cycling.

Do not miss the opportunity of securing the Agency for 1903.

FAY JUVENILE BICYCLES

(FOR BOYS AND GIRLS)

are high-grade miniatures of our adult wheels embodying all the latest and desirable improvements.

Our line of SUNDRIES is very complete, and it will be to the best interest of all dealers to secure our prices before placing orders.

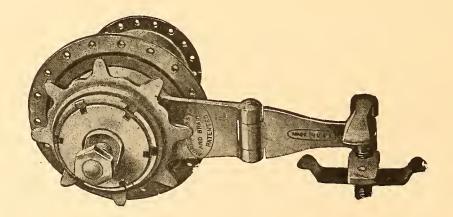
AMERICAN CYCLE MFG. COMPANY,

EASTERN SALES DEPARTMENT,

HARTFORD, CONNECTICUT.

"INFALLIBLE: Not liable to fail, deceive or disappoint; indubitable; sure; certain."—Webster's Dictionary.

Could
there be a
better definition
of the
MORROW COASTER BRAKE?



ECLIPSE MACHINE COMPANY

ELMIRA, N. Y.



The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVI.

New York, U. S. A., Thursday, February 12, 1903.

No. 20

NEW DEPARTURE LOSES

Three Years, Three-Cornered Fight for Coaster-Brake Patent—Verdict for A.B.C.

Washington, Feb. 11.—After occupying the attention of the Patent Office for nearly three years, the hard fought interference proceedings involving the coaster brakes covered by the applications of William Robinson, of Brooklyn, N. Y.; Harry F. Townsend, of Bristol, Conn., and James S. Copeland, of Hartford, Conu., was to-day decided in favor of Copeland. The decision was rendered by the Board of Examiners-in-Chief of the Patent Office.

The outcome is in the nature of a victory for the American Bicycle Company, and a stinging defeat for the New Departure Bell (Mfg.) Co., the A. B. C., being the assignces of Copeland and the New Departure of Townsend, the fight being conducted by the attorneys of the respective companies. Robinson was concerned on his own account.

Profits of France's Biggest Company.

On their reconstructed capital of \$1,500,000 the Societe des Cycles Clement et Gladiator, Ltd., the largest concern in France, have earned a net profit of \$158,000, and with the carry forward of \$205,000 from tast year and other minor sums have an available balance of \$381,000. A preferred dividend of 6 per cent is recommended, absorbing \$30,000, \$50,000 is applied to new buildings and \$283,800 carried forward. The smallness of the dividend, coupled with the amount carried forward, caused some grumbling, but the directors explained that the money was required for further development of the motor end of the business.

English Export Increase, \$700,000.

Total figures of the English exports of bicycles for 1902, which are just at hand, are of a decidedly interesting nature; showing, as they do, an increase of about \$700,000 over those of 1901. The English exports showed last year a monthly increase over 1901 from January on right up to the close of December. The total values for the year reached £717,123, or roughly about \$3,500,

090, as compared with \$2,800,000 in 1991. There was a gain of about \$200,000 in the 1901 exports over those of 1900, but going back any further than that is a review of the decline from the boom years. From 1896 till 1899 there was a steady drop, but from that time on a steady advance. The figures given roughly in American money are as follows: 1896, \$9,150,000; 1897, \$7,000,000; 1898, \$4,700,000; 1899 \$3,200,000; 1900, \$2,600,000.

The American exports, which started to show a steady gain the first few months of tast year did not keep it up, but fell away sadly. The German exports are not yet to hand, but it is probable they will head the list again, as they did for 1901, and that the United States will be in third place.

Harris Gets Smith's Posts.

D. P. Harris, the well known jobber at No. 48 Warren street, this city, has just secured a valuable account in the Smith roller spring seat post. The makers, Joseph N. Smith & Co., Detroit, have appointed him their Eastern distributing agent, and he will hereafter supply the entire Eastern demand from the stock he will carry at all times. Being a well known and time tried article, there is little doubt that the new arrangement will considerably advance the interests of the Smith post in this part of the country.

To Show Cycles in Boston.

The Boston Automobile Show, which occurs in Symphony Hall, Boston, March 16-23, wil include also not only motor bicycles, but the motoriess kind. It will be the nearest approach to a cycle show that will be held in this country, the New York effort having been abandoned, and while some of the Boston cycle dealers are still lukewarm and are holding aloof, a sufficient number have contracted for space to assure that bicycles will not be wholly inconspicuous.

Acme Damaged by Fire.

Fire, due to spontaneous combustion, on Tnesday last damaged the Acme Cycle Co., Elkhart, Ind., to the extent of \$11,000. Although fully covered by insurance, it came at a time when the factory was busy and will cause some delay and inconvenience.

ALAS! POOR LEAGUE

Nore Weight Attached to Remains of the Organization—Five Divisions Left.

Always it brings the pangs of grief to have to speak about the dead or dying, and yet the facts of quickness and of unripe decay are ones which compet recognition. It is sad at any time in these latter days to even mention the League of American Wheelmen, for nothing of it can be said except in the tone of tears.

It is like putting aside a funeral pall to enter the chamber at the headquarters in Boston and contemplate the proceedings there on Wednesday. The mourners assembled in response to a call for the annual National Assembly, but the meeting was n.ore in the nature of a wake. Painful to relate, a ribald note was imparted to what should have been a dirge in minor key throughout, by those who should have been chief mourners betraying a blatalit unconsciousness of the funeral nature of the occasion. The act of putting the seal weights of the dead upon the half open eyelids of the League was done by an election of officers, and it was done with sacreligious blitheness.

The election was a compliance with the formula of the Boss, who from dictatorship in New York State passed in the days of the league's feebleness, to the distinction of being the national despot. It was like the setting of a death watch, this programme of Boss Belding, and the man placed at the head of the watch was he who made the New York State remnant of the league noterious for its "do-nothing" policy and posed himself as seeker of obscurity and graveyard silences. If it had avowedly been a nsecting for the purpose of enwrapping the emaciated body of the grand old league in its winding sheet the choice for the chief the obsequies of one who had so greatly contributed to the debility and decline of the body while it was in life would still have been insolent. Professing a desire to rectify the dying body the act of putting a grave-

THE BICYCLING WORLD

digger in the leadership was one of ghoulishness.

In all there were sixteen delegates at the National Assembly, and they represented the divisions of six States. Following is the company who named the members of the death watch:

President W. A. Howell, of Rockville, Conn., and W. A. Wells, of Connecticut; Chief Consul Obermeyer, M. M. Belding, Jr., and W. M. Meserole, of New York; Chief Consul G. A. Perkins, Secretary-Treasurer Aaron Wolfson and C. W. Pierce, of Massachusetts; Chief Consul C. W. Small, of Maine; Chief Consul H. L. Perkins and Secretary-Treasurer Gibbs, of Rhode Island; Vice-Consul Sibley, Secretary-Treasurer Schell and W. G. Spier, of Pennsylvania.

Of the six divisions represented, one, that in Maine, was obliterated by amendments to the constitution which were adopted, providing that there shall be no division organization in States having less than one hundred members. This leaves the league now composed of five divisions, to wit: New York, Massachusetts, Rhode Island, Connecticut and Pennsylvania.

In his annual report President Howell recommended that the bill of \$275.10 of the Canadian Government against the league should be liquidated immediately. Action was taken which will result in the liquidation of the indebtedness. This bill was contracted by the failure of league members to bring their machines out of Canada, the same having been admitted free of duty under the agreement made between that government and the league. He recommended also that the official bulletin should be maintained.

Secretary-Treasurer Abbott Bassett's report showed the league membership to be 5,830, of which New York has 2,215, Pennsylvania 1,082. Massachusetts 667. The treasurer has a small balance on hand, and he stated that \$4,056.08 is owed the national body by several divisions.

It was voted to increase the life membership fee from \$10 to \$20. It was further determined that all chief consuls, vice-consuls and secretary-treasurers shall be members of the national assembly, and that all divisions shall elect a delegate for each two hundred members on its roll the first of each October,

This is the death watch elected:

C. J. Obermeyer, of New York, president; George L. Cooke, of Rhode Island, and George M. Schell, of Pennsylvania, vice-presidents; Abbott Bassett, of Massachusetts, secretary-treasurer; Aaron Wolfson, of Massachusetts, auditor.

Requiescat in pace.

Obviously, it is not an easy matter to determine the proper proportions of air and gasolene required to make a good mixture. Figures given range between 1 in 8 and 1 in 15. These are at best approximate, as, of course, much depends on the temperature of the air, its hygrometric state and also on the quality of the gasolene.

MITCHELL MILE-A-MINUTE

Departs Radically From Former Models—

Although they will continue to market the 2 horsepower Mitchell which became so well known during last year, the Wisconsin Wheel Works, Racine, as has been previously stated, have added another motor bicycle, the "Mitchell Mile-a-Minute," as it will be styled, to thier line—the one shown

ously stated, have added another motor bicycle, the "Mitchell Mile-a-Minute," as it will be styled, to thier line—the one shown by the accompanying illustration. As will be seen, it incorporates a number of substantial departures, not only the frame design, but the motor differing substantially from the other model.

Every effort has been made to assure great strength. Not only is a trussed four-plate fork employed, but the head and the hanger are specially reinforced and braced as shown. The frame is made of 1½-inch

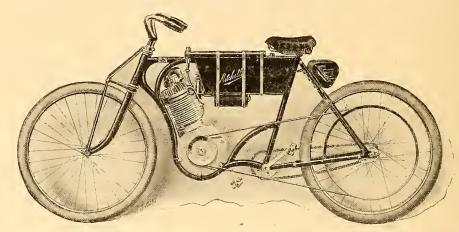
feast or merrymaking in his village home.

The roads are divided into four classes. First class roads are macadamized, with bridges and milestones; second class are macadamized, with causeways instead of bridges; third class roads are merely roughly levelled tracks, and fourth class are cart tracks.

"During the cold and hot weather most of these are passable to a free wheeler. I say free wheeler designedly," writes a man on the spot, "because in the two latter classes of roads the ruts are so deep as to overturn a fixed crank, while the free wheel runs through without a jar.

"The curse of the cyclist in this country is the babul, a thorny tree which grows everywhere and is commonly used for making fences. The brauches are cut and dragged along the road to the place where they are required, and woe betide the luckless cyclist that follows in their wake.

"Another great trouble is the bad influence the climate has on vulcanized rubber in all



10 and 14-gauge tubing, and the fork stem of 10 and the fork sides of 14-gauge, dimensions which certainly will inspire confidence. The wheel base is unusually long—55 inches.

The motor has 3½-inch bore and 4-inch stroke, giving 31/2 horsepower at 1,400 revolutions per minute. For its power the motor is unusualty compact and narrow, the gears being on the inside of the aluminum crank case, making an extremely neat appearance. Radiation is accomplished through copper flanges. The cylinder is made of a special gray iron and is accurately ground and lapped. Piston and piston rings, pins and shaft are likewise ground, as well as all bushings, which are made of gun metal. The connecting rod is drop forged and of great strength, while shafts and pins are made of the very finest tool steel, and of such ample dimensions as to give them the longest life possible, as well as long life to the bushings.

Bicycles Increasing in India.

Cycling as a pastime and a means of locomotion is rapidly increasing in favor in India. It is now a common sight, even right away in the districts, to see the Bengalese Babu pedalling along the road to inspect the work of his laborers or attend a

forms. A pair of tires seldom lasts six months even with unlimited patching,

"The cycles for which there is greatest demand are cheap machines; as a rule the native who has enough money to buy an expensive machine prefers a less energetic means of locomotion."

Kelm's Never-Ending Guarantee.

"Guaranteed forever" is the burden of the catalogue of LeRoy bicycles, just issued by John R. Keim, Buffalo, N. Y., the Le Roy line including popular priced roadsters, racers, juveniles and a Regas spring frame model. The everlasting guarantee follows:

"The maker of LeRoy bicycles covenants and agrees with each and every purchaser of a LeRoy, to replace free of charge any or all defective or damaged parts rendered useless through improper material or careless workmanship at any time when the same shall be delivered, transportation charges prepaid, and plainly marked with owner's name, at our shop at Buffalo, N. Y."

Merseles's New Field

Theo. F. Merseles, former vice-president of the American Bicycle Co., has gone into the clothing trade. He has purchased an interest in the National Suit Co.

WALFORD'S VIEWS

Visiting Londoner Talks of Trade Conditions and Makes an Admission.

W. J. Walford, en route around the world in the interests of the Eadie Mfg. Co., the well known English parts manufacturers, is in New York this week. He goes from here to Vancouver, and from Vancouver to Hong Kong, India, China and, of course, Japan being on his itinerary. He seemed much interested in the future of the bicycle in America.

"Is there any future for it here?" he asked, "Is there any future for it in England?" was asked in return.

"Most certainly," responded Mr. Walford.
"You see, we cultivated the working classes, the clerks and the mechanics, and because of it our trade has a solid foundation. We give little attention to the elite. They no longer cycle."

Informed that exactly similar conditions prevailed in this country, and would assure the same future here as is assured abroad, Mr. Walford appeared not a little surprised.

In England, he said, the demand was for a \$50 bicycle. There are many of higher price, of course, but the \$50 mount is the popular one, the Rudge-Whitworth, the most Americanized bicycle in the Eastern Hemisphere, being undeniably in the ascendancy. Mr. Walford was at a loss to account for this great demand for the Rudge-Whitworth. The makers, he said, were not particularly popular, and their use of stampings—as was the case here when they were first employed—causes the bicycle to be viewed askance in many quarters.

"And yet they sell," naively remarked Mr. Walford. He hastened to add, however, that his own concern were great believers in stampings—"pressed work," they call it abroad—and were adding to that form of product constantly. He also intimated broad-

ly that the parts and fittings trade was not in a wholly satisfactory state, and prophesied that all engaged in it would have to add specialties, coaster brakes and the like, as the Eadie concern has already done. De spite balance sheets that on their face showed profits, Mr. Walford thought that there were several prominent cycle makers who were due to discontinue, and that eventually there would be not more than ten or twelve left in the kingdom. "There is not room for many more," he added.

Motor bicycles, he said, were progressing slowly, doubt about their permanency existing in many directions. Belgian motors were in almost general use, and, one man controlling their sale, the price was unduly high—about \$75. When told the price at which some American engines were being produced the English visitor was unfeignedly amazed and inclined to doubt the figures. Then he remarked:

"There's a good chance for American motor goods in England, but it requires the right sort of men to sell them. Our people much prefer American articles to those from France or Germany, but the great trouble with Americans is the way they set about marketing their goods. They are in too much of a hurry. They send over or come over to fix up with a particular man, and with the idea of returning on the next steamer. The disposition to do this sort of thing results in the selection of the wrong man or men when six months spent in looking over and weighing the entire situation and selecting the best of several men, or firms, would result in the building up of the satisfactory and permanent business that most manufacturers and merchants desire. The man who sells the goods is all important."

Mr. Walford said that there had been but one American bicycle—the Rambler—properly pushed on the other side. Many others were sold in London and the other large cities, but the Rambler was sold on an equality with the British bicycles, and had a corps of agents throughout the kingdom, in the little places as well as in the big ones. Just now the American bicycles that were being

most prominently sold were \$12.99 mail order crocks, and, unfortunately, Mr. Walford reports that very many of them are being disposed of.

This brought up the old question of English vs. American bicycles. Mr. Walford was asked wherein existed the inferiority of the latter so often alleged by the British press. It induced him to resort to a form of story telling.

"Coming over on the steamer," he said slowly, and as if not quite sure of his ground, "I discussed that very subject with an American who is in the electrical business here, and he confessed that the American bicycle manufacturers surprised him. He said that their guarantee was for six months only, and that they seemed to build bicycles to last only that long and not to care what happened after that,"

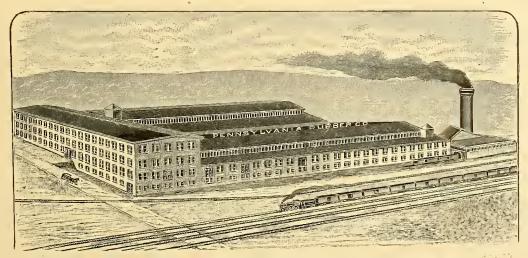
Asked if such a policy was reasonable and believable, and told that the electrician, whoever he is, was an ignoramus or a liar, and that the average American guarantee was but sixty days, and also that the matter of guarantees had ceased to be talked of or to cut a figure in the business, Mr. Walford appeared uncomfortable.

Pressed for the specific inferiorities of the American bicycle, he fell back on the old familiar objections to wood rims, single tube tires, small hubs, lack of brakes and guards, etc. Asked if those things affected the quality of the bicycle, Mr. Walford was not so sure of himself, and when it was remarked that the greatest trouble with American bicycles from the trade standpoint was that they stood up too well for too many years he seemed at a loss for further argument.

"It's our prejudice, I suppose," he finally acknowledged. He then added that he himself-had ridden an American bicycle and had found fault only with the saddle.

Of Henry Sturmey, one of the earliest and one of the latest and most persistent damnators of American bicycles, Mr. Walford remarked when Sturmey was mentioned:

"He was originally a school teacher. You know how narrow they are and how they keep to the ruts."



PENNSYLVANIA RUBBER COMPANY'S NEW FACTORY AT JEANNETTE, PA.

NATIONAL BICYCLES

Are at the Top of the Heap.

We Have Handled Them Nine Years

—We Know—Call and See the
1903 MODELS.

DUNCAN R. DORRIS, Spruce St., Cor. Church.

Above is an advertisement of one of our old customers, clipped from his local newspaper. Sort of confirms what we've been telling you—"Good Bicycles"—"Good Will"—
"Increased Net Profits"—"Continuing Success."

Take off your coat and go after it with us. We are bound to win together.

Makers of GOOD BICYCLES ONLY.

NATIONAL CYCLE MFG. CO., BAY CITY, MICH.

A Guarantee_

GOES WITH EVERY

FISK TIRE.

It proves to the purchaser that he is getting a tire which the manufacturer can safely recommend—an investigation will convince you.

PISK RUBBER CO.,

Chicopee Falls, Mass.

BOSTON, 604 Atlantic Ave. SPRINGFIELD, 40 Dwight St.

NEW YORK, 83 Chambers St.

BRANCHES:

PHILADELPHIA, 916 Arch St. CHICAGO, 52 State St.

SYRACUSE, 423 So. Clinton St. BUFFALO, 28 W. Genesee St. DETRUIT, 254 Jefferson St. SAN FRANCISCO, 114 Second St.



In which is Incorporated "The Wheel" and the "American Cyclist."

Published Every Thursday By

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CF Change of advertisements is not guaranteed unless copy therefor is in hand on SATURDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, FEBRUARY 12, 1903.

Time to "Spruce up."

It is time to attack the cobwebs on the shelves of the store and in the brain and hegin to burnish up for the spring trade. A few sunny springlike days, such as always are enjoyed at this time of the year, and the fancies of old riders and new converts lightly turn to thoughts of getting out and cycling on the road. It is still too early for that in most places in the Eastern and Middle States, but it is not too early to buy when the weather inspires the thought of riding, and however lightly the faney of customers may turn toward riding on the bright, mild days, the retailer should be in shape to eatch the fancy and turn it into substance.

A bright, clean looking store, well polished stock and an air of business are all required, and it is now high time to realize this fact. With too many the winter's lethargy and shiftlessness hangs on until a time when action is forced by the buyers. Anticipate the beginning of the spring trade and you

will hasten it. Let there be no cobwebs in the corners, let the stock look as if it was eapable of action and awaiting it, and not as if it actually had been gathering dust all winter. Spruce up!

Above all things, get quit of the mental dullness of the dull season. Force a liveliness and an optimism of speech and manner. It's infectious. Take a spin yourself whenever the weather and road conditions permit, and never forget to spice your talk with something about the benefits and delights of riding. You ean't do too much of that. Make yourself an enthusiast and inoculate others with enthusiasm. The facts to draw upon are plentiful enough. The aumber of men and women well along in life who ride regularly for health is really surprising if you begin to take thought of them. Talk racing, health or pastime, according to the requirements of the occasion. If you keep yourself properly posted you will not lack data.

Another respect in which both manufacturers and retailers are wanting is that they do not put a little sniff of the outdoor delights brought by the bicycle into their eatalogues or circulars or whatever printed matter they get out. There is no vim and no suggestion of it in the major part of bicycle printed matter nowadays. Do not rest content with saying or thinking that talk about the benefits and jeys of cycling is trife or "chestnutty." Health and pleasure are topics that are never trite, and the means to them is something upon which you can dwell with endless repetition. Talk of sport and recreation is ever new, no matter how old the form getting it may be.

Go over your mental and your metal stock, and do it now. Brush away the cobwebs and furbish up.

Revival of Road Reform.

Born largely of the efforts of automobilists who took up the work where eyelists laid it down, a wave of good roads agitation is again sweeping the country, and to good effect.

Not even in the heydey of the bicycle were there more good roads conventions being held, or the aid of more influential men and organizations enlisted. And, what is more to the point, the agitation, as exemplified by the efforts in this State and the Brownlow bill in Congress, has assumed a phase that appeals strongly to the common people and to the politicians as well, i. e., that the public roads used by all are as worthy of as

much State and federal aid as the public waterways used by the few.

Thus defined, the issue is made plain and logical, and must bring to the good roads movement support so overwhelming that it cannot be long resisted by legislators. It is an issue that eventually will get us out of the mud.

The most regrettable part of the agitation is the absence of eyeling support. Pioneers and once leaders in the road reform movement, eyelists and eyeling organizations rarely enter into the present efforts. On the strong roads vs. canal memorial which was this week presented to the New York legislature not one cycling name appears.

The Assembling Trade.

It was only a few years ago that the assembler was the most talked-of man in the trade. The business of assembling had, from humble beginnings, come to assume gigantic proportions. There was scarcely a cross roads village that did not have its assembler, and the sum total of the husiness was such that it taxed the capacities of great parts works in many sections of the country.

The culmination of this phase of the business and of the "boom" were synchronic. They waned together. But where the business as a whole fell steadily until it was not much more than a suggestion of its former self, the assembling trade has been almost wiped out. There are still large numbers of bicycles made and sold, and will continue to be throughout all time. But assemblers have almost disappeared. Go where we will it will be found that they have nearly all either gone out of business entirely, or have undertaken the sale of factory built machines in place of the ones they formerly put tegether in their own shops.

A number of different reasons have been assigned for the change. The drop in the prices of complete machines is one of those nost frequently put forward. The margin of profit is so small—frequently almost reaching the vanishing point—that the assembler can get little or nothing for his own work. Hence he has no incentive to assemble.

There is considerable truth in this theory. But it is not a complete explanation, nor does it tell the whole truth. If the prices of complete machines have dropped, so have those of the parts that enter into their construction. The work of assembling is much easier to-day than it was a few years ago.

THE BICYCLING WORLD

The parts makers offer a better selection, grouped more conveniently, than ever before. There is less work for the assembler to do, less time and money required to be put into the machines before they are ready for sale, consequently less risk involved. In short, the facilities for assembling are greater than ever; it is the lack of inclination to go into the business that accounts in great part for the nearly total extinction of the assembler.

A simple explanation of this backwardness—and perhaps the most logical one—ls found in the shrinkage in the volume of sales.

As long as customers were plenty the dealer was pretty certain of finding buyers for the machines turned out of his own shop. His personality counted for much, and he could influence a considerable portion of his sales, apportioning some to the different makes for which he had the agency, and devoting a portion of his energies to "specialties" bearing his own name plate and sold at varying prices. Such machines were especially convenient as "trading" wheels. To-day if they are desired they are bought complete, the local dealer merely affixing his own name plate.

All that has passed, and to-day the average dealer prefers to buy his machines from the factories and sell them from his floor without having anything more to do than to uncrate them and put the handle bars, saddles and pedals on.

At the same time, and affording proof of the contention that assembling is to-day easier than it was in former years, there are a few dealers who go on just the opposite plan. The assemble altogether, and sell few if any factory machines. They have managed to build up a trade in their own goods, and prefer to concentrate their energies on it rather than to swing it over to well known brands.

Do Brakes Make the Bicycle?

A Schnectary correspondent suggests that the English claim of superiority for English bicycles may rest in the fact that the English article is better for touring purposes because of its brake equipment. Our correspondent appears to be in earnest and it is not to be doubted that he touches the one point on which there can be no disagreement.

If the number of brakes and their complexity constitute bicycle superiority the British bicycle is in a class by itself. The brakeless mounts so long affected and still affected by numerous riders in this country are not to be defended, but the advent of the coaster brake has very materially hettered the situation, and is affording protection to many in spite of themselves. But the English predeliction for brakes—one in the rear hub, another on the front rim—is equally inexplicable. It suggests a timidity and apprehension of which the Anglo-Saxon race is not generally suspected.

However if two brakes make a better bicycle than one brake, the general run of English bicycles are better than the general run of American bicycles. But it is "superiority" which any American can readily equal by paying the price of an extra brake.

For the life of us, however, we cannot see that the number or style of brakes affect the quality of a bicycle, nor can we see any greater reason for two brakes than for two handlebars, two cranks, twin frame tubes or double construction or equipment of any sort.

Let the Centurys Run It.

It would be more in keeping with the dignity of the historic event if the Irvington-Milburn road race was managed by an organization of cycling clubs such as the A. C. C. N. Y., instead of by one individual or one club such as the C. R. C. Association, and it is a pity that the A. C. C. awoke too late. Now that the C. R. C. Association has made the first move, however, there should be no attempt made by the A. C. C. to step in and interfere by attempting to wrest the management of the race from the club.

"A house divided within itself must fall," and nothing works greater injury to the general cause of cycling than the presentation of the public of a spectacle of cycling bodies engaged in a dispute. In these days when the general public is entertaining exaggerated ideas of the decline of cycling and talking about its disintegration, it behooves those loyal to the cause to strive more than ever to preserve harmony, avoid controversy and promote co-operation.

Let the Century Road Club Association conduct the Cycling Derby this year, and show what sore of a job it can make of it. As an organization of road riders it should make a great success of it. If it does not it would be the proper and graceful thing for it to hand it over to some other body to manage next year.

Improving With Age.

"Although nearing my fiftieth year," writes an old timer in a semi-personal letter. "I grow fonder of cycling the older I get, and, what seems more remarkable, my riding ability seems to improve with my years. To-day I certainly can go faster and further and climb hills with less fatigue and with higher gears than I could twenty years ago. or even five years ago. For twelve years I did not mount a bicycle, but if any multimillionaire now obtains more pleasure in his \$10,000 antomobile or \$100,000 yacht than I obtain with my inexpensive little bicycle, then he must have a jolly good time—that's all."

1000-Miles Motor Bicycle Test.

Although there are motocycle clubs and a Motor Cyclists' Union on the other side, it has been left for the Automobile Club of Great Britain to organize a test for motor bicycles. It will occur in August next, and will probably embrace a route of 1,000 miles in stages of 100 miles a day, and will be limited to motors of not more than 3 horsepower, the volume of the piston stroke to develop this power to be determined by a committee appointed for the purpose. The limit of power is designed to bar all manner of freak machines from participation in the trials.

Will Sing the Bibamus at 6.30.

The twenty-fifth annual dinner of the Boston Bicycle Club will be held at the Hull-Massachusetts Yacht Club, No. 5 Rowe's Wharf, Boston, on Saturday night, February 14. The "Bibamus" will be sung at 6:30 p. m., and after that there will be no ceremony or "fuss and feathers," but an old fashioned reunion. An unusually big attendance is promised, and the event is likely to be more festive and memorable than any that has been held by the club in many years.

Call for a Club.

A call has been sent out for the formation of a club to forty owners of motocycles residing in the Oranges, Bloomfield, Montclair and Newark, N. J. The meeting is to be held in a few days at the offices of E. L. Blauvelt, No. 150 Central avenue, Newark, and a sufficient number of those invited have signified their willingness to assure the success of the project.

The Gospel of Cheerfulness.

Bad digestion often thwarts good publicity. The gospel of cheerfulness should be preached in every business house that advertises. In the opinion of Mark Bennett, the only ones who have a right to growl are the credit men and the financial managers, and they should be kept from contact with employes and public.

If you haven't received a copy of The Bicycling World's twenty-fifth anniversary number, order it to-day. It's a glorious 25 cents' worth.

Orient Bicycles

KNOWN THE WIDE WORLD OVER.



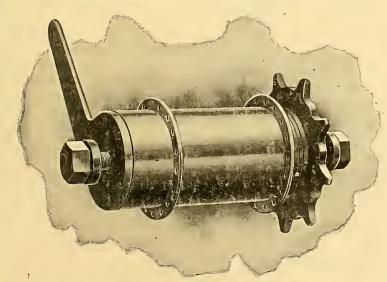
Now is the time to renew our agency.

Now is the time to apply for it.

Write for Handsome new Catalogue.

Waltham Mfg. Company, - Waltham, Mass.

THE BARWEST



The Coaster Brake that stands for the most advanced principles, the most practical features, the best construction and that gives the greatest satisfaction.

The catalog contains some interesting particulars that are worth your reading and heeding

BARWEST COASTER BRAKE CO., 83 Chambers Street, NEW YORK, N. Y.

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*{************************

YALES SNELLS

Bicycles

made

for

RIDERS

who desire satisfaction,

and for

DEALERS

who seek living profits.

Are You

of the number?

KIRK MFG. CO.—SNELL CYCLE MFG. CO. TOLEDO, OHIO.

ABOUT BEING "FIT"

Two Rides That Convinced one Cyclist That Condition and Experience Count.

"It makes all the difference in the world whether you are 'fit' or not when you begin to 'hit her up' a little. If you are 'fit' it is pleasure, pure and unadulterated. On the other hand, if you are out of condition it is sheer, hard work, work that leaves you physically and mentally disgusted." The rider spoke feelingly, as if he had been through it all.

"There are two rides I took many years ago that I can remember just as well as if they had happened yesterday, although it makes me feel old to reflect how long ago it really was. The first was my initial ride into the country. I had ridden around the streets for a few days getting used to the machine, and longing for the day when I could really begin my cycling career. The early morning rides were always cut short just when they became really interesting. So I waited impatiently for the first Saturday afternoon to come around and give me my opportunity.

"It came at last, of course, and I set forth. I was alone, and my destination was a little village about ten miles out, where I had some friends. Now, ten miles is not much of a ride, even although, as in this case, the read is rough and hilly and the machine is a high wheel. I covered it scores of times afterward, and was able to laugh at my early experience.

"Like a novice, and a youthful one, I set out at a pretty good clip. The first hill winded me a little and brought the sweat out, for I was not properly garbed. The next one, and the first that really deserved the name, brought me to a standstill, and I walked the last third of it. I mounted at the top and rode on, still considerably faster than I should have done. The sun beat down fiercely, the dust rose up and nearly choked me. At the next hill I got off and walked, not stopping until I came to a roadside pump, where I took a big drink of water; a most injudicious action, but one that a burning thirst compelled. Then I slowly mounted and labored on.

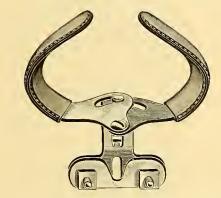
"Taking only the distance into account I had made a schedule, and expected to reach my destination inside of an hour. Pretty good, wasn't it, for an initial venture? Well, I did not make it, although I pushed on desperately, walking even the smallest grades. The village came in sight at last. But I was in a sorry pickle. With dusty shoes and pantaloons, my face caked with sweat and dust, and my tongue almost hanging out, weariness was a mild word for my condition—exhaustion better described it. And, although I would not admit it, I did not have quite as high an opinion of cycling as when I started out.

"Well, I got over it, and in the course of a few months learned to ride. Then one day—a Saturday afternoon, too—I took the same road with about half a dozen club mates—I had joined a club, of course. But what a difference! I was 'fit.' I felt as if I could go to the end of the earth, and wanted to ride on and on.

"Some of the party were old riders, and naturally I hung back at first. How slow the pace seemed, although we were really sliding along at a twelve-mile gait. Somehow or other, a half dozen miles or so out I got in front, and, without intending to start a 'scorch'—I hardly knew what the word meant—I quickened the pace. I don't know just how it happened, but I supposed I became intoxicated with the delight of rapid

Bevin's Newest Toeclip.

Quite the newest toeclip on the market is the recent addition to the Royal line made by the Bevin Bros. Mfg, Co., Easthampton, Conn., and shown by the accompany illus-



tration. As will be readily seen, its striking feature is its adjustability, not only as to length, but as to width, the adjustability being of the simplest form. The sides of the clip, like all the Royal clips, of which there are three, are leather covered to prevent marring of the shoes.

motion, for I let out as I had never done before.

"After a while it occurred to me that I had not heard the other fellows for some time. I slackened and looked around. There was no one in sight! It is sober truth, but I was astonished, while at the same time a feeling of exultation came over me. I waited for the boys to come up, and was asked what the devil I meant by running away. They looked a bit fagged, while I was as fresh as a daisy.

"All through that afternoon's ride I had to literally hold myself back so as to keep company with the other riders. Gradually the conviction forced itself upon me that it was I who was fast, not the other men slow; that is, as far as hitting up a fifteen or eighteen mile clip on give and take roads was concerned. But from that day to this I have never failed to realize the advantage of being in form, of never exerting one's self to the point of exhaustion."

CYCLING ON SNOW

Where it is a Common Occurrence Six Months of the Year-It's Enjoyable, too.

"The Bicycling World's article, "Cycling on the Snow," makes it pertinent to remark that here in the Grand Traverse region of Northern Michigan, where sleighing usually commences about Thanksgiving and lasts until April 1, we doubtless have the best snow roads to be found anywhere," writes George W. Austin, of Central Lake, Mich.

"Wagons and buggies are laid away as soon as snow comes, and we never see them again until spring; the snow is from two to four feet deep, and the main roads, where much hauling is done, are packed hard and smooth heyond description, especially where lumbering is going on.

"In the latter part of the winter the roadbed becomes one solid bed of ice, six inches or more in thickness, and where snow ploughs are used this track becomes as smooth and hard as the asphalt streets of a city, and except when fresh snow has fallen one can ride a bicycle better than in the summer. Two or three days after the hardest snowstorm one can often wheel between towns without a dismount.

"My bicycle is in almost daily use in winter as well as in summer, and, while I enjoy the winter rides as much as at any other season of the year, I confess I do not often tarry in the shade of the trees at the roadside. There are only a few of us, however, who seem to know the pleasure of these frozen roads. Most riders are of the opinion that a bicycle is a cold thing in the winter, whereas it is just the reverse. After a few miles one becomes as comfortable as can be, and even when the mercury is below the zero point there is nothing disagreeable about it; one can be perfectly comfortable, and that is more than I can say for those who use a cutter.

"Last winter I was on the jury at the county court, nine miles distant, and I made the run down and back every day for four days on my bicycle with as much regularity as a railroad train, the average time being less than fifty minutes for the nine miles.

When the snow roads are good cycling is better than in the summer. While this is true, it is not always safe to undertake long trips, although some of our riders have made runs covering three or four days. But snow roads are a good deal like clay roads. In the summer, if there comes a rain, the trip is done for; in the winter, when we get much fresh snow the trip is ended, although we can stand more snow on snow roads than we can rain on clay roads. Snow roads can be just as perfect with four feet of snow on the ground as with only six inches. When the snow is packed it does not matter about the depth—we ride on it, not through it.

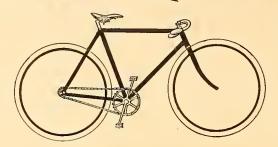
"I am an old timer, and as much of a bicycle crank to-day as I was twenty years or more ago, and I do not expect to give up the bicycle as long as I am able to use it. A motor bicycle will not answer for me just now. I want the exercise, I like action—the work is play for me, and there is no delay for lack of a spark or fuel."

UNCLE SAM'S BICYCLE

STANDARD OF EXCELLENCE.

The LEROY of 1903 and ad finitum.

Daily capacity to amply supply your wants.



Styles and Models for every taste, size and pocket book.

MADE AND UNRESERVEDLY GUARANTEED BY

JOHN R. KEIM, = Bicycle Dept., = Buffalo, N.Y.

INQUIRIES EARNESTLY SOLICITED.

Merkel Motorcycles

FOR BUSINESS AND PLEASURE.

Spring Frame.

New Merkel Fork and Bar.

2¼ H. P. MOTOR.



Eastern
Representatives:

E. J. WILLIS,
8 Park Place,
NEW YORK.

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1908 MODEL

Agents made money last season selling these machines. Now is the time to take hold of them if you expect to handle motor cycles this year.

THE MERKEL MFG. CO., MILWAUKEE, WISCONSIN.

FAULTS OF FLY WHEELS

How They may be Corrected and Some Other Possible Improvements in Motors.

The weight question is being dealt with in various ways by different manufacturers, certain new motors displaying an evident desire to increase power while retaining low total weight; this method, however, is hardly legimate, when it is found that an increase of engine bore and stroke is accompanied by a cutting down of weight in the flywheels, says the Cycle Trader.

In any four cycle engine the flywheel is a necessity, and the value of the flywheel lies in its weight and diameter, and is further enhanced when the weight is located nearest the circumference, so that any cutting down of weight or diameter is fatal to the smooth running and easy starting of the motor.

If not exactly the life and tone of the engine, a well balanced and correctly proportioned flywheel is quite essential to good work, and next to the design comes the question of workmanship, a matter in which many otherwise well made motors are sadly deficient.

In the inclosed type of flywheel formed by building up two disks and inserting pins for the bearings, there is in many cases an entire absence of anything approaching accuracy in these parts. So the whole job is "botched" by fitting narrow ends of the connecting rod with gun metal bearings well eased away to accommodate the varied evolutions or series of changes of position occupied by the crankpin in completing the revolution.

A common method in building up the fly-wheels appears to be the correcting of one error by setting up another, i. e., the bearing spindles are brought into line without due regard to the true running of the disks. Another common fault is too little piston surface in combination with a short connecting rod, thus increasing the wear on the cylinder by the oblique thrust from the short connecting rod, and further aggravated by too little piston bearing or insufficiency of rings, the whole being due to a false idea of economizing weight, and making the cylinder smart and snug in appearance.

Many of the better known small motors do not, of course, exhibit all these defects, but it is curious to note that there are few to which some sound objection cannot be raised; in one it may be one of the points already named; in another the diameter and length of bearing surface are altogether inadequate to withstand hard continuous wear.

Here are a few points which might with advantage be entered up in the specification of the modern bicycle motor:

A one piece flywheel and crank shaft, i. e., a steel casting machined with the bearings

in absolutely unalterable alignment; crank pin, crosshead pin and crank shaft bearings to have a length equalling at least two diameters; the stroke of the engine never to exceed the bore by more than one-eighth; the length of the piston body to be fully equal to its diameter; tremblers or makeand-brake contacts to be abandoned in favor of a simple wipe contact with magnetic trembler on coil; valves to be increased in area with corresponding increase in area of delivery and exhaust pipes; the adoption of mechanical or positive action of the inlet valve; the cutting away of useless radiating webs on the lower part of the cylinder from the point covered by the piston when at the onter end of its stroke, though in this connection it is noteworthy that the new De Dion bicycle motor was first designed without any radiators on the cylinder proper, but in the newer pattern cooling flanges occupy the whole length of the cylinder.



NEW YORK BRANCH: 214-216 WEST 47TH STREET.

Very few bicycle motors have escaped the reputation for leaking oil from the belt side bearing, and this fault is one of the most irritating experiences in a belt driven machine.

There are many ways of at least improving on present methods. First of all, better proportions and workmanship will do much for the bearings, and the spiral groove for returning the oil to the crank chamber has proved of benefit; then the belt pull may be almost entirely removed from the crank shaft by the introduction of a simple ball race between the crank chamber and the pulley side, further assisted by a hollow form of pulley casting throwing the belt line well over the centre of the bearing.

Many other points might be raised on the accompanying fitments, such as control levers, carburetters, silencers, etc., but it is with the motor itself that the real start should be made, and there can be no question that the bicycle motor is as yet very far from the degree of refinement to be found in cycle construction, but no doubt all desirable points will follow in due course.

DEPARTMENT OF COMMERCE

New Federal Office About to be Created Which Will Include Manufactures.

An agreement having been reached between the conferrers of the House and the Senate on the Department of Commerce bill, there is every reason to expect that it will become a law and a new Cabinet position be created. The new department will include a Bureau of Manufacture, to which the bicycle makers could look for considerable assistance.

The hitch on the bill was an issue between the two houses of Congress over the disposition of the Interstate Commerce Commission. In the House bill the commission was placed under the new department. The Senate struck out this provision and retained the commission as an independent bureau, as at present. The House members agreed to recommend that the House recede from its position, thus leaving the Interstate Commerce Commission an independent bureau.

The bill authorizes the creation of a Department of Commerce and Labor, with a secretary at \$8,000, who shall be a member of the Cabinet; an assistant secretary, at \$5,000, and such clerical force as is necessary. It is made the province and duty of the department to make, under the direction and control of the Secretary of Commerce and Labor, diligent investigation into the organization, conduct and management of the business of any corporation, joint stock company or corporate combination engaged in commerce among the several States and with foreign nations, excepting common carriers subject to "an act to regulate commerce," approved February 4, 1887, and to gather such information and data as will enable the President of the United States to make recommendations to Congress for legislation for the regulation of such commerce and to report such data to the President from time to time as he requires, and the information so obtained, or as much thereof as the President may direct, shall be made public. The said commissioner shall have and exercise the same power and authority in respect to corporations, joint stock companies and combinations subject to the provisions hereof as are now conferred by law on the Interstate Commerce Commission.

The Bureau of Manufacturers established under the department will have a chief, with a \$4,000 salary, whose duties will be "to foster, promote and develop the various manufacturing industries of the United States and markets for the same at home and abroad, domestic and foreign, by gathering, compiling, publishing and supplying all available and useful information concerning such industries and such markets and by such other methods and means as may be prescribed by the Secretary or prescribed by law."

All consular officers will be required to cooperate with the Bureau of Manufactures under the provisions of the bill;

OATMAN RE-ELECTED

New York Clubs Again Choose the Alderman as President—Other Business Done.

Reports of an unusually satisfactory nature were made at the annual meeting of the Associated Cycling Clubs of New York, held last Monday night at the house of the Century Wheelmen, No. 444 Amsterdam avenue,

Eleven clubs were represented, and President Oatman occupied the chair. President Oatman thanked the delegates for their support during the year, and called attention to the fact that the association had accomplished more in the way of having streets and roads improved and repaired during 1902 than in any two years of former administrations. The report of the streets and roads committee, made in December, he said, showed that practically every repair and improvement asked for had been attended to or was included in specifications that are now in the haads of the city engineer. He said that there was a great amount of work to be done in the coming year which called for a perfect organization of the clubs being maintained.

With regard to the Marks street sprinkling ordinance, Alderman Oatman said that there would be no attempt to pass it over the Mayor's veto, but that the Board of Aldermen would probably fall in line with the ideas of the Mayor that the sprinkling should be done by the Street Cleaning Department and introduce some substitute bill which will provide for the work being done this year, as the Mayor does not want to have the tax rate increased by any additional bond issue this year. Alderman Oatman commented that this desire to avoid an increase in the tax rate was very natural and proper, but that an effort would be made to get the original bill introduced by him out of committee and have it passed.

The following report was made by George C. Wheeler, chairman of the streets and roads committee:

"At the December meeting we turned in a full report on improvements completed by the city departments during the last year, and we have since made suggestions to the city officials for other repaying work.

"Over \$2,000,000 will be spent this year for repaying streets, and we have been assured that all of our requests will be complied with.

"Among the streets on the city engineer's lists are Twenty-second street, from First avenue to East River, and Twenty-third street, from Broadway to East River, and from Sixth avenue to Tenth avenue.

"The list of new work is nearly completed, and if there are any more suggestions to be sent through this committee they must be filed immediately.

"The Board of Estimate and Apportionment have not yet passed upon the specifications for 'bituminous macadam,' but final

action is expected by next Friday. This will enable the Department of Highways to let the contracts for repaying Seventh avenue, St. Nicholas avenue and several other uptown streets.

"We may expect great improvements in The Bronx Borough this year as a result of the agitation now being carried on by the Automobile Club of America through its president, A. R. Shattuck.

"We trust that the delegates will keep this matter of street improvements constantly before their clubs, and send their suggestions promptly to this committee."

The election of officers resulted as follows: President, Joseph Oatman; vice-president, Richard Nelson, New York A. C.; chairman of committee on finance, Joseph H. Goodwin, Century Wheelmen; chairman of committee on streets and roads, George C. Wheeler, Metropole Cycling Club; chairman of committee on rights of wheelmen and legislation, James O'Neill, Century Wheelmen; chairman of social intercourse committee, R. J. Nagle, Monroe Wheelmen; chairman of race committee, Ernest Ziegler, Monroe Wheelmen.

All of these officers, excepting the chairmen of the social intercourse and race committees, were re-elected. The office of secretary-treasurer was left vacant until the next meeting.

A motion made by Mr. Goodwin was adopted to the effect that reports of the meetings shall in the future be sent out on postal cards, and that the notice for the next meeting shall be on the same card.

The advisability of the association undertaking to conduct the Irvington-Millburn race was discussed at length. The information that the Century Road Club was contemplating this move was imparted, and a committee of five, headed by Will R. Pitman, was appointed to investigate the situation and report at the March meeting, in order that the association might take charge of the race and prevent the classic event from lapsing in case no other organization should have it in charge.

Kramer to go Abroad.

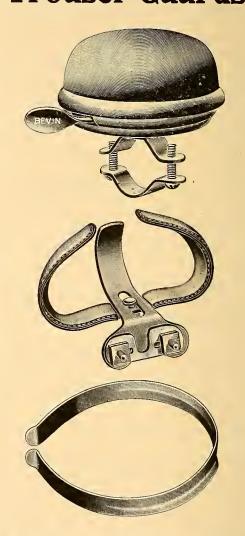
After many weeks of negotiation Champion Frank Kramer has practically concluded a deal under which he will go to Europe to race during April and May. It is understood that Kramer has a guarantee of \$5,000 over his expenses for a contract of ten races. Kramer's deal was closed with Parc des Princes management, while "Major" Taylor is under contract with the Buffalo Velodrome people, so that while the rivals will be in Europe at the same time, they are not apt to meet unless a special match between them is made in response to public demand.

Kramer will return to this country early in June to follow the circuit here, but there is some doubt whether it will be the sprinting circuit or the pacing circuit, for Kramer has the pace following bee buzzing loudly in his bonnet.

We Have Several

New Bells, Toe Clips

Trouser Guards



Together with the familiar patterns they are illustrated in our 64 page catalog. Send for copy and quotations; they'll interest you.

BEVIN BROS. MFG. Co.

Easthampton, Conn.

There's Nothing Cheap or Nasty

about

a

PERSONS SADDLE.



They are

HIGH-GRADE SADDLES

for

HIGH-GRADE PEOPLE

and no maker of highgrade bicycles will decline to supply them when they are specified.

SPECIFY THEM.

PERSONS MFG. CO..

C, A, PERSONS, Pres't,

WORCESTER, MASS.

ODDS AND ENDS.

The Prince of Monaco is the most recent royal purchaser of a motor bicycle. He carries it with him on the royal yacht,

At Charlottenburg, a snburb of Berlin, the Fire Brigade is now equipped with three motor bicycles. These, ridden by firemen, start for the scene of action and commence operations pending the arrival of the engines.

"Bobbie" Walthour is now under the care of an athletic instructor, who is filling out by a new line of exercise a number of undeveloped muscles in the great pace follower, Walthour will race at Atlanta until June 1, and then at Providence until September 15, when he may go to France.

The oft-recurring infant prodigy has made his appearance on a motor bicycle. He is a six-year-old of Bristol, England, and "manages with perfect ease" a miniature bicycle with a miniature motor built by his father. A photograph attests that the boy and the bicycle really exist.

The National Cyclists' Union has found a way out of a difficulty at which the N. C. A. "winked" during all of last year. The English body will require that racing motocyclists be registered, but will make no charge for the service during the rider's first year on the track.

J. Pye Bliss, one of the oldtime stars, and "Dave" Shafer, his former manager and also former manager of "Jimmy" Michael, are now engaged in running a bowling alley at Denver. Shafer went West some time ago owing to trouble with his lungs, and in the high altitude of Denver has been cured.

Harry Tyler, the old time record breaker, a rival of Zimmerman in the palmy days of the Jersey Skeeter, is now a farmer at Plattsburg, N. Y. A recent visitor to that city saw Tyler driving into town with the regulation farmer's beard flowing down over his breast, and forced him to prove his identity before they imbibed.

"Major" Taylor's first appearance in Australia was made in Sydney on January 14 in a mile handicap "organized in his honor." It was run in four heats and a final, Taylor winning both his heat and the final from scratch by grand bursts on the last lap. Twelve thousand people were in attendance and gave the negro an ovation.

On some of the foreign motor bicycles a gasolene gauge is used. It practically consists of an adaptation of the ball cock as used in water cisterns, with the difference that as the float rests on the surface of the gasolene it actuates a small pointer fitted outside the tank, which indicates on a dial the quantity of gasolene contained inside in quarts, the dial ranging from empty to eight quarts, its full capacity.

Some Motor

Bicycles

Climb Some Hills Some Times

THE

INDIAN

Climbs all Hills At all Times,

and as the Bicycling World said last week: "A motor bicycle simply must climb hills—all hills—if its future is to be assured. There are no 'ifs' or 'buts' about it."

And the Indian is not heavy, bulky or clumsy, either. The Indian's future is assured.

Order now and avoid the rush

Catalog on request.

We have the other kind of bicycles too—at

\$25, \$30, \$40, \$50.

HENDEE MFG. CO.

SPRINGFIELD, MASS.

THE BICYCLING WORLD

NO LONGING FOR LITIGATION

This Dealer Considers it a Costly Luxury, and (lives Lawyers the go by.

"Litigation is an uncertain as well as a eostly business, and I have made it my policy to indulge in as little of it as possible," remarked the dealer. "Lawyer folk are a luxury, and I have never been able to afford many of them.

"An experience I had some years ago taught me a lot in this line," he went on. "A rider who was a customer of a rival dealer came into the store one day and began to talk trade. Naturally I rose to the bait and went at him hammer and tongs until we fixed up a deal whereby I became the owner of his old machine and he got one of the new models from me. I allowed him \$60 for the former, and he paid me \$10 in cash as a starter, the remainder to be paid at the rate of \$10 a month. It was, in a way, a good deal, at least as far as surface indications went, for the man earned enough to keep the payments up without any trouble, and as he was a good rider I had long been anxious to get him.

"He took the new machine, but after a few days he came in with it and left it to have the gear changed and a few other alterations made in it, all of which had been agreed on at the beginning. He wanted something to ride while this was being done, and, having nothing else handy at the moment, I gave him his old machine.

"He had not been gone more than a hour—it was in the early evening—when back he came with a face as long as my arm. He had stopped at an ice cream saloon which happened to be near the store of the rival dealer, and, leaving his wheel outside, had gone in to get some of the cooling stuff. When he emerged the machine was nowhere to be seen. Some one came along and told him that it had been taken into the rival establishment. He went there and learned that this was true. The dealer had boldly seized the machine and declared he would keep it until a small unpaid balance was liquidated.

"Well, here was a nice mess. I had supposed, of course, that the machine was paid for, and, being too eager to make the sale, had not looked into the matter. Upon asking my crestfallen customer I learned that the amount claimed to be due was a little under \$20, but that only \$10 of it was really due, the remainder being for repairs that should have been made free under the guarantee.

"It was as much as I could do to restrain myself. Why in thunder had the man sold me the machine when, on his own admission, it was not paid for, I wanted to know. But I did not ask. There was no use, and there was nothing to be gained by making a bad muddle worse. So I put as good a face on it as I could and said I would see

what could be done. The more I thought of it the madder I got; but my anger was directed against the rival dealer. How dare he take forcible possession of my property? It was highway robbery, no less, and I would make him smart for it.

"So, after a further talk with the rider, during which he agreed to give me the \$10 to pay the balance due as he viewed it, I hied myself to my lawyer and laid the case before him. He gave me rather cold comfort. Nothing could be done, he said, until the \$10 was paid, and after that it was a pretty complicated matter. There was much to be said on both sides, and I had better

Motor Tandems his Specialty.

It appears that there is at least one man making a specialty of motor tandems, the opening for which has several times been remarked by The Bicycling World. G. H. Curtiss, of Hammondsport, N. Y., whose Hercules ball-bearing motor has made him pretty well known, is the man who has

for either. That meant a new lawyer. The mere thought daunted me, and the more I reflected the less I liked it. What was the good of it, anyhow? It would cost each of us several times the amount involved, and there was no telling how it would come out. Why not pocket my pride and arrange an amicable settlement?

"Filled with the thought I jumped on my wheel and rode to the rival establishment. I was an infrequent visitor there, and the dealer stiffened when he saw me. But I plunged boldly in, and in five minutes we had the thing fixed up, and decided thereafter to laugh at lawyers."

First Florida Meet a Fluke...

Jack Prince's new track, at Jacksonville, Fla., has been completed, and is in readiness for the first programme of races to be held there this coming Sunday. Last Sunday was the time announced for opening the track, and an attempt was made to do so



seized the opportunity. The two-seater, he states, finds a ready sale.

The tandem he is marketing is of the combination lady-back type, as here shown, and being a single steerer and controlled entirely from the front seat, can be ridden with facility by one rider. The motor is of 2½ horsepower, but a 5 horsepower will be fitted when desired. The machine weighs 150 pounds.

give the matter careful consideration before deciding to bring suit. But this did not satisfy me, and after I left him the more determined I became to fight it. You see, the other dealer had all the best of it, and was laughing at my predicament. He told it to everybody, and people were beginning to ask me what I was going to do about it.

"I went back to the lawyer the next day and told him that I had decided to go ahead with the suit. Then, when he saw that I was not to be turned, he was obliged to explain why he was so reluctant. He was the rival dealer's lawyer as well as ours. He had served in the dual capacity for several years, but as neither of us had been directly involved before the fact had not come out.

"The disclosure was like a bucket of cold water and brought me to my senses. This lawyer plainly could not serve us both, and would have a reluctance to taking the case

with a card of eighteen events, including the various heats, but a regrettable unpreparedness and string of accidents caused a postponement for a week. The motors of the pacing machines would not mote, the amateurs were not in racing trim, and the weather was unpropitious. Two thousand persons went to the track and saw a halfmile race for boys, won by Neil Sheftall, and a one-mile paced race in heats between James F. Ryan, of Hartford, Conn., and Hans Larson, of Newark, N. J., which was won by Larson. The third race, a paced ride of two miles for the amateur championship of the South," fizzled because of balky motors, and Prince then concluded to postpone the programme and return the admission tickets.

The interest manifested in the new track by the people of Jacksonbille promises prosperity for it. Prince is making a star of Gus Lawson, the only professional at hand, whom he is presenting to the public as the coming champion.

The new track is a wooden one of the Coliseum pattern.

If you haven't received a copy of The Bicycling World's twenty-fifth anniversary number, order it to-day. It's a glorious 25 cents' worth.

Favors Tight Chains, and Why.

It used to be a cardinal doctrine that slack chains were the proper things for all bicycles. To argue in favor of tight chains was rank heresy, the best practice being to so adjust the chain that there was some slackness, but not sufficient to make a very loose crank. With naked chains this was very necessary, as the least bit of dust or mud would cause the chain to tighten perceptibly.

Now, however, a rider advances the assertion that the chain should never be slack; it should not be tight enough to bind the bearings, but better results will be obtained, he says, if the slackness that is so generally seen is kept out of it.

"So convinced am I on the subject that on all my machines the chains are so adjusted that there is no back movement of the crank possible," he says. "But I take care to make sure that the wheels will revolve freely. Again, in wet weather the chain must be well greased before starting to prevent any possibility of it geting 'mucked up' and stretching, But, on the whole, I have found a decided improvement in the running of three 'crocks,' all of which I have tested with the chain alternately loose and without slack. A repairer whose opinion I asked on the subject agrees with me; but he points out that on many machines, especially those of the lower priced variety, the chain rings are not concentric with the axle. In such cases the result of a tight chain would meau trouble and perhaps disaster. But I do not think there is much to fear on this point with the machines of first class firms. On free wheel clutches, too, the chain must not bind on the bearings."

New York's Good Roads Movement.

The bill calling for a bond issue to raise \$50,000,000 for good roads was introduced in the legislature of New York State on Wednesday. The chances of this piece of legislation going through are considered to be fair by A. R. Shattuck, president of the Automobile Club of America, who has been particularly active in trying to have this bill passed. Mr. Shattuck has made many trips to Albany recently, and held frequent con-

sultations with the Governor and Attorney General, while the L. A. W. remnant in New York State has done notbing.

At first the standing committee of the State Board of Supervisors, of which Mr. Shattuck is a member, advocated having the money for good roads and the \$\$2,000,000 wanted for canal improvement linked in one bond issue, but this was opposed by the Attorney General as being both illegal and unwise, and Mr. Shattuck says that he finally concluded that the Attorney General was in the right. It was then agreed that the bill for the good roads appropriation should be separately introduced, that it should be recognized by the good roads advocates that canal matters had the right of way, and that if the canal appropriation was pushed forward the good roads people would step aside, but that if the canal bill was not urged that all would unite in support of the bond issue for good roads.

Whether this bill for a bond issue is passed or not, there will still be called for a good sized appropriation by the State under the Higbie-Armstrong law.

Causes of Failure.

The cause for failures in business is not to be found in the large number engaged in it, ventures Printers' Ink. Failures come of overreaching, lack of capital, poor judgment and extravagance or its opposite, niggardliness. As in nature, so in every department of industrial life, there is a struggle for existence, and in both places it is the fittest who survive.

The Retail Record.

Oskaloosa, Iowa—W. T. Prime and John I. Daily open a store and shop, under the firm name of Prime & Daily.

Rockford, Iowa—Fred S. Dusenberg files petition in voluntary bankruptcy. Liabilities stated at \$2,115 95; assets, \$1,075 50.

South Milwaukee, Wis.—Emil Megow's store and shop enlarged.

"A. B. C. of Electricity."

"The A. B. C. of Electricity" will aid you in understanding many things about motor bicycles that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York.

Wanted!

One Million
Bicycle Riders to
use the BEST

Bicycle Bells

Wrenches

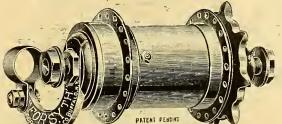
During the Season of 1903.

Sold by the principal dealers throughout the world, and manufactured by

FRANK MOSSBERG CO.

ATTLEBORO, MASS.

There is No Coaster Brake Made



that has FEWER PARTS and MORE FEATURES than

THE FORSYTH

and the features are the sort that appeals to one's common sense.

LET US SEND YOU A CATALOC.

FORSYTH MANUFACTURING COMPANY, - Buffalo, New York.

CUTTING SCREW THREADS

Inaccuracy of the Die and Tap Methods— Lathe Work is Preferable.

One of the jobs which the repairer finds a common one in his business is that of cutting threads for screws, both inside and outside. Such things as axles and cones are always being required for repair work, and unless the repairer is well up in screw cutting he will be at the expense of sending these jobs out, often incurring delay and always expense and inconvenience. The art of screw cutting is one of the most interesting in connection with mechanical work, and will well repay the careful consideration of the workman.

In the first place, screws are inclined planes, wound helically around cylinders. The section of the plane may be anything convenient, while steepness of the incline or the pitch of the threads is determined by the conditions under which the screw has to operate, and the purpose for which it is intended. Such screws as are used in cycle work are generally of very fine pitch, generally finer than those used in other engineering work.

The cutting of a screw in a lathe is the most exact method of construction, and the only one which can be used where an entirely new rate of thread is wanted. Some

screws are cut with dies, especially where of standard thread. The cycle repairer generally has a full set of dies for most standard threads, and uses these for replacements. It must be remembered, however, that dies are not really accurate tools, and a thread can be cut with a pitch greater or less than the die plate by the manipulation of the tool itself during the process of cutting. The same objection applies to taps. If the die plate is forced down as the thread is cut, instead of allowing the thread itself to draw the die down, it will cut a thread with a longer pitch than that of the die itself, while similarly if the plate is held back during the cutting a thread with a shorter pitch will result. These differences are hardly noticeable on short work, but become marked on long work, and would entirely ruin any instrument of precision which relied on a screw for its operation.

In the lathe the lead screw is the most important feature next to the truth of a mandrel. This lead screw is driven through a train of wheels from a pinion wheel on the end of the lathe mandrel, and a quadrant or swing plate is fitted with movable studs upon which various diameter wheels may be geared with each other so as to make the lead screw travel at the same or other desired rate of speed as the lathe mandrel. As the lead screw carries the saddle to which the tool post is attached along the lathe bed it will be seen that when the wheels are in

gear and the lathe rotated, a tool held in the post will describe a helix around any cylindrical work which may be between the centre or in the chuck.

Suppose the lead screw is set by the proper arrangement of the change wheels, to revolve at the same rate as the lathe mandrel, then the tool will describe a helix equal in pitch to the pitch of the lead screw, and if a tool with a properly shaped nose is applied to the work, then a screw exactly like the lead screw will result.

This is the principle, then, which must govern all operations in the way of cutting screws on the lathe. The tools for cutting screws have to be very carefully made, their top and bottom angles being the same as for turning, and varying as the metal varies in toughness and character.

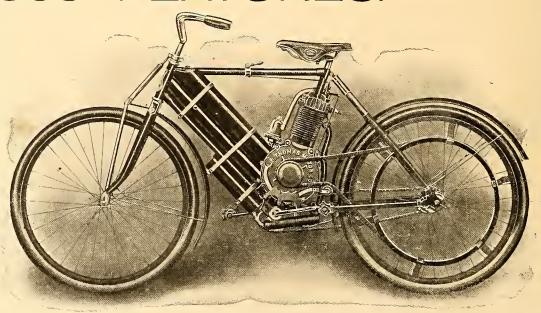
There the resemblance ends. of the tool are ground so that the top surface is a replica of the section of the thread being cut. It must be remembered that the tool, in cutting a thread, is not cutting in a vertical direction as in turning, but is cutting in a diagonal direction which departs from the vertical in proportion to the pitch of the thread being cut. When cutting a thread with a long pitch its inclination sideways will be greater than when cutting a fine thread. Similarly when cutting a right hand thread it will incline to the left side and the saddle will travel to the left on the cutting stroke, while, when cutting a left hand thread, the nose of the tool will incline to the right and the saddle will, on the cutting stroke, travel to the right. A very little consideration will make this perfectly

THE THOMAS MODEL 35 AUTO BI

1903 FEATURES.

Truss Spring Fork (Pat. applied for;) Hygienic Cushion Frame; Steel and Leather Belt; Automatic Belt take up; Weight, less than 100 lbs. All problems of vibration, belt troubles and other troubles solved. Comfort, durability, speed, satisfaction.

E, R, Thomas Motor Co.
1205 Niagara St.,
BUFFALO, N. Y.



The Week's Patents.

719.417. Driving Gear for Cycles or the Like, Bertram R. Avery, Johannesburg, Transvaal, Sonth Africa, Filed June 28. 1902. Serial No. 113,655. (No model.)

Claim.—1. A free-wheel driving gear for cycles and the like in which one of the cranks is loosely mounted on the crank spindle so that it may be turned backward or the fixed crank turned forward half a revolution to bring the cranks into the same relative position to the crank spindle to place the pedals level, means for locking the loose crank to the spindle at each end of its movement, and means for unlocking it when said crank is to be returned to its normal position, for the purposes specified.

719,425. Process of Making Self-Mending Tires. John W. Blodgett, Chicago, Ill., assignor to the N Tire Co., Chicago, Ill., a corporation of Illinois. Filed July 1, 1902. Serial No. 113,977. (No specimens.)

Claim.—The method of inserting a selfmending material in a pocket in a tire which consists in placing the deflated and flattened endless tube having the pocket therein in a trongh-like mould whose available inner width is equal to the thickness of the entire tube at that time plus the desired thickness of the layer of self-mending material, said mould being heated to a temperature at which the self-mending material can be pumped; and in forcing the self-mending material heated substantially to the same temperature into such pocket while the tube is in the mould and until the pocket is filled as completely as the width of the mould will permit, substantially as described.

719,595. Bicycle Driving Mechanism. Jacob B. Huss, Spring Valley, Ill. Filed July 6, 1901. Serial No. 67,321. (No model.)

Claim.—1. In a bicycle driving mechanism, a frame provided with a guide bracket below the hanger, a shaft journalled in the hanger, each end of which is provided with a mntilated gear, a bracket arm secured to the bicycle frame at its upper end and having a guide bar secured at its lower end above the hanger, two toothed pedal bars mounted in the guide bracket and the bar respectively, one npon each side and in position to alternately engage with one of the mntilated gear wheels, a pedal rigidly secured to each pedal bar intermediate the guide bracket and bar and means for return-

ing each pedal bar to its operative position. 719,608. Automatic Bicycle Brush. John M. Peterson. Milwaukee, Wis. Filed Sept. 2, 1902. Serial No. 121,728. (No model.)

Claim.—1. In a brush supporting device for bicycles, means for supporting the brush both in and out of contact with the tire of the wheel, means operative from the seat of the bicycle for adjusting the brush into ad ont of contact with the tire of the wheel, and means for folding the brush supporting frame in the reverse position against the upper portion of the bicycle frame beneath the seat as set forth.

719,732. Variable Speed Gearing. James H. Braithwaite, Barnsley, Eugland. Filed Sept. 29, 1902. Serial No. 125,285. (No model.)

Claim.—1. In a variable speed gear, the combination, with a revoluble driven member provided with diverging guides, of a revoluble driving member slidable across the face of the said driven member and provided with an annular groove, clutch blocks working in the said groove and provided with projections which engage with the said guides, and means for sliding the said driving member, substantially as set forth.

719,770. Velocipede. Edwin R. Estep, Chicago, Ill., assignor of one-half to S. A. Miles, Chicago, Ill. Filed Oct. 26, 1900. Serial No. 34,463. (No model.)

Claim.—1. In a vehicle of the character described, the combination of a frame having tubular members, a casing connecting the tubular members adjacent thereto and serving to receive a rotary motor member and a pedal shaft, a rear wheel shaft, an eccentric connected with the frame and receiving said rear wheel shaft, an eccentric connected with said casing and receiving the pedal shaft, a rotary motor member in said casing, sprocket wheels for the rear wheel of the machine, sprocket wheels connected with said rotary motor member and with said crank shaft, respectively, and chains connecting one of the rear sprocket wheels with the motor sprocket wheel and the other rear sprocket wheel with the pedal shaft sprocket wheel, substantially as and for the purpose set forth.

719,914. Bicycle Brake. Albert E. Wahlin, Fairview, Utah. Filed Ang. 28, 1901. Serial No. 73,519. (No model.)

Claim.-1. A bicycle brake, comprising

brake shoes arranged one at each side of the rim of the rear wheel of a bicycle, and adapted to engage the inner face of the rim, slides carrying said brake shoes at their forward ends, guide rails comprising flat bars on the edges of which the said slides run, clips for fastening said guide rails to the bicycle frame, springs located at the inner sides of the guide rails and connected at one end with the brake shoes and at the other end with projecting lugs on the guide rails to move the brake shoe in a rearward inactive direction, a spreader arranged in front of the rear wheel, connections between the ends of the spreader and the forward ends of the brake shoes, a cord or wire conends of the brake shoes, a cord or wire connected with the spreader and passing forward under and in direct engagement with the crank hanger, a bell crank lever arranged at the front of the frame below the handle bar and to one arm of which said cord or wire is connected, a finger piece connected by a cord or wire with the other arm of said bell crank lever, and adapted when drawn up to apply the brakes, and a flexible device suspending said finger piece from the handle bar of the bicycle.

The Tax of Bad Roads.

"The principal obstacle to road improvement is the burden of taxation that it imposes," says James Wilson, the United States Secretary of Agriculture. "But in considering this question the taxpayers should remember that bad roads impose an enormous burden, a sort of perpetual tax, from which there is no escape except through the permanent improvement of the highways. While the burden of taxation may appear heavy, the money spent in improving the highways should be looked upon as an investment, the returns from which will increase the prosperity of the community far more than it is depleted by the necessary taxation. Then besides the material advantages, there are comforts and pleasures, moral and social benefits, resulting from good roads, which are of incalculable value to any community. Where good reads have once been established and their benefits enjoyed, the people are never willing to get along without them."

International Tires

REPRESENT

QUALITY AND PROFIT TO DEALERS AND CONSUMERS.

THEY COMPRISE

PNEUMATIC BICYCLE, MOTOR AND CARRIAGE TIRES,
SOLID VEHICLE AND ENDLESS SOLID MOTOR TIRES.

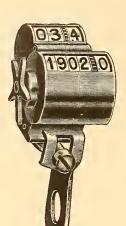
OUR PROPOSITION WILL BE INTERESTING.

WRITE FOR IT.

INTERNATIONAL AUTOMOBILE & VEHICLE TIRE COMPANY, Milltown, New Jersey.

Those Familiar Questions,

"HOW FAR? AND "HOW MANY MILES?"

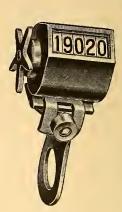


are always of human interest and always answerable when

THE VEEDER

IS USED.

THE FIRST BARREL CYCLOMETER, it was Always the Foremost and is Now the Only RELIABLE ONE LEFT.



For Sale by every Jobber and in every Progressive Cycle Establishment in the Civilized World.

THE VEEDER MANUFACTURING CO.,

MAKERS OF CYCLOMETERS, ODOMETERS, TACHOMETERS, COUNTERS, FINE CASTINGS.

CATALOG FREE.

HARTFORD, CONN.

Solar Cycle Lamps SHOW THE WAY TO Satisfaction AND Safety. PROFITABLE TO THE PUSHER. PLEASING TO THE PURCHASER. Seven successful seasons stamp SOLARS the Standard of the World. BADGER BRASS MFG. COMPANY, Kenosha, Wis.

We shall Exhibit at the Chlcago Automobile Show.

"A land flowing with milk and honey."

CALIFORNIA IS THE MECCA.

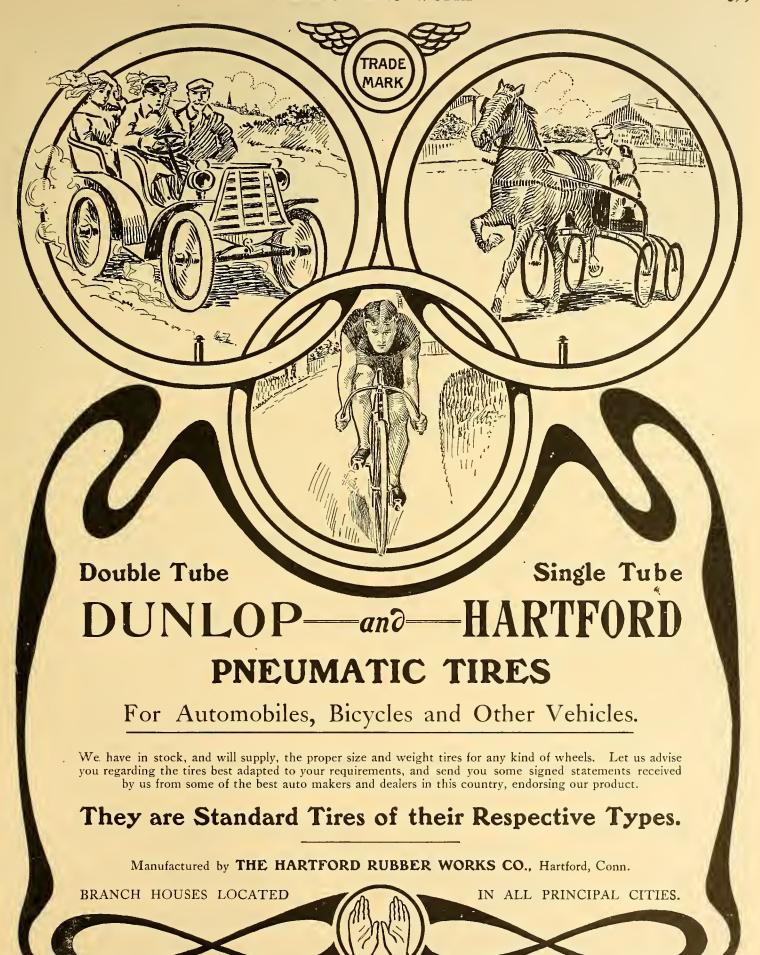
Seekers after rest and recreation in a bracing climate, amid enchanting scenery surrounded by fruits and flowers, are going to California this winter in greater numbers than ever before.

The way to go is by the

NEW YORK CENTRAL LINES.

The new trains of this system give a fine service, fast time, and afford every convenience and luxury. Inquire of ticket agents regarding the new facilities.

Four-Track Series No. 5, "America's Winter Resorts," sent free on receipt of a two-cent stamp, by George H. Daniels, General Passenger Agent, Grand Central Station, New York.





THAT

BICYCLE OR MOTOR CYCLE

is not complete without

Smith's Two-Roller Spring Seat Post

Our riders know why.

D. P. HARRIS, 48 Warren St., New York Eastern Distributing Agent.

JOS. N. SMITH & CO., Detroit, Mich.



Eastern Distributors:

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The HUDSON

A rellable wheel built by an old established firm.

Write for 1903 Catalog and Prices.

THE BEAN-CHAMBERLIN M.F.C. CO., Hudson, Mich.

We have for several years been making a line of

"Natty"-Looking Bicycles

for jobbers and dealers whose trade required a well made, well-designed wheel to sell at a low price.

We havn't made much noise, being too busy making bicycles. Enlarged facilities enables us to add a few new customers. Our proposition may make YOU one of them. Better get it now.

APEX WHEEL CO., Rochester, N.Y.

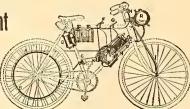
Any Bicycle can be made a Motor Bicycle,

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Light (20 lbs.), Simple, Durable, Odorless, Inexpensive, Easy to operate.

Agents wanted. Catalog on application.



A. Clement Cycle Motor & Light Carriage Co. HARTFORD, CONN.



FREE

One of our elegant colored Hangers will be mailed to you FREE if you will send us your address.

Every good jobber has our goods in stock. More popular than ever this year. All sizes, internal expander and extra long posts.

Berkey Spring Seat Post Company,
Crand Rapids, Mich.

HIGH-GRADE

BICYCLES.



The FOWLER, The MANSON, The SHERMAN

WE MAKE OUR OWN WHEELS They are known the world over. They have always given satisfaction.

WE SELL THE BEST BICYCLES THAT RETAIL AT \$25 00.
WE SELL THE BEST BICYCLES THAT RETAIL AT \$35.00.
WE SELL THE BEST BICYCLES THAT RETAIL AT \$50.00.

We have always made these three grades and values, and we shall keep on making them.
Our bicycles are unquestioned for durability and for speed qualities.
We have ample capital and increased facilities. New Models for 1903.

Write for Catalogue and apply for Agency NOW.

FOWLER-MANSON-SHERMAN CYCLE MFC. CO. 241-249 South Jefferson Street, CHICAGO, ILL.

"FAVORITE" BICYCLES.

___FULL LINE____

ADULT AND JUVENILE.

Our 1903 PROPOSITION is one that will interest you.

WRITE US AND WE WILL CONVINCE YOU.

The Toledo Metal Wheel Co.,

TOLEDO, OHIO.

Any one, any where, at any time, can obtain any thing

that they may want in the way of

Bicycles, Tires and Sundries.

and be assured of the right prices, the right treatment and prompt shipment.

Boston Cycle & Sundry Co.,

J. M. LINSCOTT, Manager,

48 Hanover Street, BOSTON, MASS.

Inner Tube Inducement Extraordinary

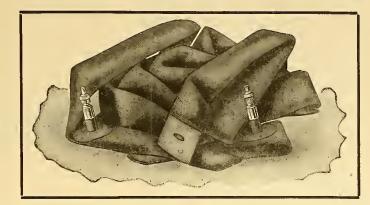
If you have not seen our new No. 30 Inner Tube it will pay you to get posted at once about it. Write us to-day for sample section



and prices, both of which we are sure will surprise you. You will not only be pleased with the price, but you will also be as-

tonished at the remarkably good quality and workmanship which heretofore you would have had to pay considerably more money to get.

Don't let the price or the number of the tube give you the impression that it is like the ordin-



ary No. 3 tube you have been in the habit of seeing. It is much better in every way; in fact, is actually

AHEAD OF THE AVERAGE NO. 2 TUBE,

and we are really proud of our achievement in being able to offer such a good article at such a big inducement in price.

Write us at once and give us a chance to prove what we say about it.

THE GOODYEAR TIRE & RUBBER CO., - Akron, Ohio.

The Tire Equipment.

It will pay you to use G & J Tires, because they will surely give satisfaction; and a satisfied customer is a permanent customer. When a customer is pleased and satisfied, it reflects on the good judgment of the dealer in offering his trade reliable goods.

G& J Tires may be had as an equipment of every high grade wheel. Don't overlook this fact in ordering your 1903 Samples.

G&JIRE CO.

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15 cents per line of seven words, cash with order.

WANTED-Everyone interested in motor bi-V cycles to purchase "Motocycles and How to Manage Them." Contains 126 pages bristling Manage Them." Contains 126 pages bristling with information. \$1.00 per copy. For sale by The Goodman Co, 154 Nassau St., New York City.

Sure Shot Solution.

For Repairing Pin Punctures and Putting in Plugs in Single Tube Tires.

Will express frepaid to any dealer in U. S. one dozen each 5½ in. x 4 in. needle point tubes for \$I.IO. 5% in. x 4 in. blunt "" Satisfaction guaranteed or groupe refunded without return of groupe

C.K. ANDERSON, 154 Lake St., Chicago, Ill.

JOHN S. LENG'S SON & CO.

4 Fletcher Street, NEW YORK, CARRY A COMPLETE STOCK OF

BICYCLES, TIRES, SUNDRIES.

CAREFUL ATTENTION PAID TO

PROMPT SHIPMENT.

WANTED.

TO BUY JOB LOTS OF

Bicycles, Tires, Sundries and Fittings.

WRITE US WHAT YOU HAVE TO SELL.

E. P. BLAKE CO., 57 Sudbury St., Boston, Mass.

Write for 1903 Catalogue, Bicycle and Automobile Supplies

THE KELSEY CO.,

BUFFALO, N. Y.

SPLITDORF SPARK COILS.



C. F. SPLITDORF, 17-27 Vandewater St., New York.

ALL ROADS ARE EASY WHEN THE



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British Possessions in Africa-2 cases velocipedes, \$34; 14 cases bicycles and material, \$1.590.

Copeuhagen-2 caes bicycles, \$90; 19 cases bicycles and material, \$706.

Christiania-1 case bicycles, \$35.

Cuba-2 cases velocipedes, \$32; 6 cases bicycle material, \$239.

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Genoa-18 cases bicycle material, \$1,000. Glasgow-2 cases bicycle material, \$28.

Havre-19 cases bicycles and material, \$1,195; 106 cases bicycles, \$1,631.

Hamburg-25 cases bicycles, \$805; 85 cases bicycle material, \$5,364.

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London-160 cases bicycle material, \$12,612. Malta-1 case bicycles, \$50.

Oporto-4 cases bicycles and material, \$120. Peru-1 case bicycles and material, \$347.

Rotterdam-11 cases bicycle material, \$900. Southampton-90 cases bicycle material,

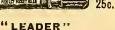
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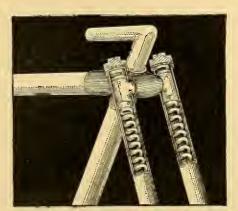
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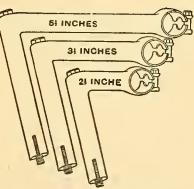
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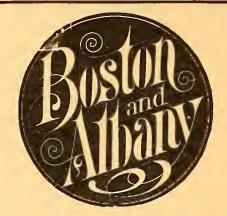


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If you ride or sell, or intend to ride or sell motor bicycles

"Motocycles and How to Manage
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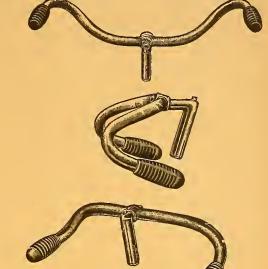
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Specimen copy and advertising rates or:

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IT PAYS TO PUSH Kelly Adjustable Handle=Bars

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THE DIFFERENCE

IN THE COST OF

The Best Spokes and The Next Best

IS SO SMALL THAT THERE IS NO GOOD REASON WHY ANY WHEEL SHOULD BE FITTED WITH OTHER THAN THE BEST, I. E., THE ONE BEARING THIS BRAND:



STANDARD SPOKE & NIPPLE CO., Torrington, Conn.

Cheapness is merely a popular form of self-delusion. The goodness and pride of quality remain long after recollections of first costs have faded away. If they are anything

WOLFF-AMERICAN and REGAL Bicycles

ARE

BICYCLES OF QUALITY.

No taint of cheapness or doubt is permitted to enter into their construction and those who sell them and those who ride them do so with the proud assurance that the world holds no better.

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NEW YORK BRANCH, 137 West 125th Street.

The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVI.

New York, U. S. A., Thursday, February 19, 1903.

No. 21

NOW TRULY NATIONAL

Jobbers' Association Apportions Offices
Geographically and Becomes Thoroughly
Representative—Col. Pope Attends
Meeting and His Frank
Avowal Makes a Hit.

Chicago, Feb. 18.—Reared on the foundation of the New York jobbers' organization, the National Cycle Trade Association is now national in fact as well as in name. It was in December last that the State organization enlarged itself and adopted its all compassing title. To-day at the meeting in the Victoria Hotel here the work was completed by a reapportionment of 'the offices, which hitherto have been filled by New York holdovers.

To-day's election resulted as follows: Chas. W. Leng, John S. Lengs Son & Co., New York, president; George T. Robie, Excelsior Supply Co., Chicago, vice-president; William Spalding, Spalding & Co., Syracuse, N. Y., secretary-treasurer; A. M. Scheffey, New Yorw, assistant secretary. All save Mr. Robie had previously filled the respective positions. They were chosen by the directors after the general meeting in the forenoon, at which the directors themselves were elected, as follows:

C. B. Barker & Co., E. J. Willis, John S. Lengs Son & Co., E. J. Willis, John S. Co., Syracuse; Kelsey Co., Buffalo; G. W. Nock, Philadelphia; Farwell, Ozmun & Kirk Co., St. Paul; Beckley-Ralston Co., Chicago; Excelsion Supply Co., Chicago; Harrah & Stewart Mfg. Co., Des Momes; Dunham, Carrigan & Hayden, San Francisco; Eugene Arnstein, Chicago; J. F. Schmelzer, Kansas City; Bindley Hardware Co., Pittsburg; Bigelow & Dowse Co., Boston.

The membership is now eighty five, and few representative jobbers but they are included in the number. With all parts of the country now included, the objects of the association—jobbers' prices for jobbers only, the maintenance of prices and of a credit bureau—cannot well fail of attainment.

Those present at the meeting were E. J. Tobias, Hibbard, Spencer & Bartlett, Chicago; John Wilson, of the Wilson Co., New York; M. R. Berkley. Berkley-Ralston Co., Chicago; Fred R. Powers, Lake Shore Rubber Co., Chicago; A. Morris, Manhattan Storage Co., New York; Charles E. Miller, New York; E. J. Lloyd, Bindley Hardware Co.. Pittsburg; Harris Parker, C. B. Barker & Co. New York; L. A. Olmsted, the Vim Co., Chicago; W. F. Harrah, Harrah & Stewart Mfg. Co., Des Moines, Iowa: D. J. Post, Post & Lester, Hartford, Conn.; C. J. Schmelzer, Kansas City; H. T. Hearsey, Indianapolis: Fred C. Robe, Consolidated Supply Co., Denver; G. T. Robie, Excelsior Supply Co., Chicago; A. É. Broin, P. A. Fresse Co., New York; E. J. Willis, New York; A. J. Holmes, Farwell, Ozmun & Kirk Co., St. Paul; Chas. W. Leng, John S. Leng Sons & Co., New York, and Stark & Weckesser, Dayton.

After the jobbers had completed their business in the afternoon they met in joint session a number of the manufacturers who are eligible to associate membership in the association. Among those present at this meeting were Colonel A. A. Pope, American Bicycle Co.; A. L. Garford, Federal Mfg. Co.; L. M. Wainwright, Indianapolis; R. D. Webster, Eclipse Machine Co.; C. E. Weaver, Kelly Handle Bar Co., J. C. Gilson, Hart-ford Rubber Works Co.; C. E. Monroe, Frank Mossberg Co.; T. J. Horton, Liberty Bell Co.: Harry Walburg, Miami Cycle & Mfg. Co.; S. Campbell, Barwest Coaster Brake Co.; Chas. Glover, P. & F. Corbin; L. D. Spraker, Ko-komo Rubber Co.; J. H. Whittington, For-syth Mfg. Co.; J. P. Parker, Memphis, Tenn.; C. K. Anderson, Chicago; C. F. U. Kelly. Pennsylvania Rubber Co.; Charles B. Bushnell, Northern Cycle Supply Co., Minneapolis; F. A. Burgess, Fauber Mfg. Co.; F. E. Castle, Twentieth Century Mfg. Co.; E. P. Hubbell, National Cement & Rubber and P. H. Welles, Badger Brass Mfg. Co.

President Leng called the meeting to order, and in a very thorough manner he explained the objects of the organization and what it hoped to accomplish. The history of the New York State organization and the good it had already done was explained and the earnest co-operation of all the jobbers and manufacturers was requested. He then introduced A. L. Garford, who by invitation addressed the meeting.

Mr. Garford reviewed the history of the bicycle business from the boom days to the present time, and laid special stress upon the importance of co-operation and the application of business principles, which work for the mutual interest of all concerned. He does not believe that the future will repeat the errors of the past. He explained the objects of the Bicycle Manufacturers'

Association, and dwelt on the need for cooperative action between the two organizations. He advanced the belief that the decline of the bicycle business dates from the beginning of the Spanish-American war, when three hundred thousand young men gave their services at the call of their country, which left three hundred thousand bicycles on the market, which, followed by a big overproduction, created the panicky conditions which since bave existed in the business. Mr. Garford was heartily applanded.

President Leng then introduced Colonel Pope as "Colonel Pope, the Merchant," and the Colonel made an instant and tremendous hit by frankly avowing that he regretted having ever associated himself with the American Bicycle Company. While onering no apology for the past, he stated that it was he who would henceforth manage the business of that company, "and Ladon't want you to forget it," he added. He believes in manufacturing and marketing bicycles not only at a fair profit to the manufacturers, but to jobber and dealer, and stated that in all his business career he had never sold goods at a loss, and he did not purpose to do so in the future. He laid great stress on the value of publicity, and stated that when he was able to spend \$50,-000 a year in advertising all newspapers and magazines of the country opened their columns to cycling, and he gave it as his opinion that it was the lack of this publicity as much as any one thing that caused the decline and is responsible for present conditions. He urged every dealer and jobber to advocate good roads, cycling clubs and the L. A. W., and to put their shoulders to the wheel. The colonel received an enthusiastic reception at the finish of his speech, and held something in the nature of a levee. It was as if he had made a reentry into the business.

Short addresses were also made by Harry Walburg, R. D. Webster, A. M. Scheffey and E. J. Willis, the latter dwelling on the importance and future of the motor bicycle.

In the evening the jobbers and manufacturers were tendered a banquet by the local jobbers at the Victoria Hotel, which was thoroughly enjoyed by all those present.

PRAISE FROM SHARP

Professor Describes Americanization of one English Bicycle and Moralizes Thereon.

Under the title "Bicycles I Have Ridden," Professor Sharp-Archibald Sharp, B. Sc., A. M. I. C. E., M. Cyc. E. I., etc., in the C. T. C. Gazette, speaks a few truths concerning that most American of British bicycles, the Rudge-Whitworth. His remarks will not cause any great amount of joy in the camp of the maligners of all things American, who hold that nothing except trash ever came from this country's cycle factories—in fact, it will hit them pretty hard. But it is truth, nevertheless; truth in big, solid chunks, thrown out with such unerring aim that even Henry Sturmey will have difficulty in dodging them.

Professor Sharp will be remembered as the author of a hill climbing theory. From a very modest beginning this theory was evolved, but before the professor and his critics got through with it it was carried so far that it seemed easier—if one went about it right—to go up hill than down. Having got that far the controversy naturally came to an end.

"In the Aero-Special there are many features which are often referred to as of American design," he says. "Our insular prejudices are played upon to prevent the introduction of many good features of American origin. Many British makers would try to persuade riders that nothing good in the shape of a manufactured bicycle, or even the design of a part, can come from America, and habitually use the work 'American' as a term of reproach. And this while a great portion of their own machinery for the manufacture of hicycles is American.

"Sheet steel stampings are referred to as 'cheap' in comparison with malleable iron eastings; in this case the cheaper is certainly not the nastier. Flush joints between the lugs and tubes, crank fastenings other than the clumsy cotter, are other details usually termed 'American.' Rudge-Whitworth, Ltd., evidently have set themselves out to take the best device for any particular part -whether old or new-irrespective of its origin, and what specially pleases me is the fact that they have not introduced mere 'talking points' that are not real improvements. Although the Aero-Special may offend some riders' preconceived notions as to what a high class machine should be, it would be hard for any one to bring weighty criticism against any portion of the machine.

"The pedals are American in appearance. It will be noticed that the comparatively wide space between the crank face and the pedal bearing allows of mud running down the crank to fall off the spindle rather than run into the bearing. The pedal frame is extremely light, and yet has been subjected

to numerous tests in the R. W. laboratory, so as to guarantee sufficient strength. It will be noticed that the pedal frame is formed of one piece of plate, united by two cross bars to the harrel of the pedal. This plate is curved at the end, and the whole construction is evidently much more rigid to resist distorting stresses than the English design.

"Another good feature of this type of pedal is that in the case of a fall in which the pedal strikes the ground the pedal frame may be slightly bent, thus absorbing the shock and so relieving the pedal pin itself of undue stress. In other words, the chance of the pedal running freely after a fall is greater with this type than with the usual type of pedal."

It seems scarcely credible, and yet is a fact, that the abominable English type of pedal is still in use in the benighted isle. It is all that a pedal should not be—a thing of uselessness and ugliness, so unmechanical that it is enough to give one the shivers to think of. Until a decade ago it was in general use here. But with the appearance of the American type—the phenomenally successful Record pedal—it was let go hang with cheerfulness and alacrity, and in an almost incredibly short time disappeared altogether.

Willis Will try Profit. Sharing.

E. J. Willis, the New York jobber, this year proposes testing the efficacy of sharing profits with his employes. He has separated his business into three departments—wholesale bicycles, retail bicycles and automobiles—and placed a man at the head of each. At the end of the year one-third of the profits will be set aside and apportioned among the employes of the respective departments, each, from the office boy upward, sharing in the distribution according to his salary.

Discussed Bottom Bracket Sult.

The Cycle Trades' Protective Committee, who are fighting the A. B. C. hottom bracket suit, were in conference in the Auditorium Annex, Chicago, on Sunday last. It is understood that nothing of importance was done, the time being taken up mainly with the report of the committee's counsel. Among those in attendance were Harry Walburg, Fred I. Johnson, W. H. Fauber and F. B. Eldredge.

The Two-Cycle Motor Comes.

In addition to their regular model and the new Mitchell Mile-a-Minute, it transpires that the Wisconsin Wheel Works have still another motor bicycle under way—one on which a two cycle motor is employed, the first bicycle motor of the sort in this country. It is carried in a loop in the frame and exhausts into the frame.

Rubber Pedals now Standard.

Rubber pedals are now the standard equipment of all Columbia bicycles—a move in the direction of Increased comfort.

WHAT IMPRESSED HIM

Weekly Bulletins in the Show Window and Their Effect on the Passers-by.

"There's a bicycle dealer in our town who has made an impression on me that hasn't cost him so much as a cent or a word," remarked an out of town wheelman a few days since. "He doesn't even know that he has made the impression, but I've been impressed, just the same, and were I in the market for a new bicycle I have a pretty good idea which one I would buy, or at any rate, which one I would inspect most critically. It would be either a Wolff-American or a Regal.

"Until recently I did not know that they were the ads. appearing on the back cover of the Bicycling World, but for several weeks this dealer displayed in his show window what I supposed was a printed bulletin talking quality and singing the praises of those two bicycles. The next week there was another 'bulletin' of the sort displayed, and then three of them at once. I really became interested, and stopped and looked for and read each week the new ad. as it appeared in the window, and, as I have said, I've absorbed the spirit so thoroughly that I certainly would not buy a new wheel without looking over the Wolff or the Regal.

"It struck me as being such a clever way of using an ad, that I am led to wonder that more retailers do not use manufacturers' ads, or announcements in the same fashion. A bulletin in a show window seems to have a sort of fascination for most people."

Changes Name and Location.

The title of the Light Cycle Works, Salamanca, N. Y., has been changed to the Salamanca Cycle Works, and the plant has been removed to more convenient quarters. The business, however, remains the property of M. Van Slyke, who claims to maintain the largest cycle shop in Western New York,

The Highest Priced Bicycle.

The highest priced bicycle on the American market is now the American Bicycle Co.'s chainless, fitted with cushion frame, spring fork and two speed gear. It lists at \$95. If a band brake is desired the price is increased \$2.

Incorporated With \$210,000.

The Brown-Wales Co., hardware and cycle jobhers in Boston, Mass., has been incorporated, with a capital of \$210,000. Promoters—John G. Brown, William Q. Wales and W. H. Shurtleff.

Motor Tandems at \$225.

The Wagner Cycle Co., St. Paul, Minn., is another concern that is making a specialty of motor tandems. Theirs is of the lady-back type and lists at the comparatively low price of \$225.

ITS 25th BIRTHDAY

Boston Bicycle Club's Quarter Century Dinner a Memorable Affair—Jollity Combines With Reverence and Pathos— Tributes to "Papa" Weston.

"In the name of the bicycle! Where—"
"Ssh! Come on." With this unsatisfying admonition, the young-looking man with gray hair led his expostulating companion into the Stygian narrowness of Rowe's Wharf, Boston, from where the Nantasket Beach boats go out. It was soon after nightfall on St. Valentine's Day, and the sharp north wind was not conducive to conversation. Still the younger man of the two was not satisfied, and he broke out with:

"But you were to introduce me into the esoteric circle of cycling, and this looks more as if we were going to the lair of some river pirates. You said it was the twenty-fifth anniversary dinner of the Boston Bicycle Club, the oldest, most genuine and most exclusive of all cycling bodies, and here you are taking me down on the docks—water bicycles, is it?"

"Ssh! Here we are."

The twain stopped in front of the threestory and attic brick building, through the small-paned windows of which the light within shone dingily, like the lights from a ship's ports when she is riding at anchor.

"Looks like a pirates' den, and-"

But the initials of the Massachusetts Yacht Club on the door reassured the young man, and before he had time to say more they were inside.

Up one narrow flight of stairs, and they came to a room fitted like an old-fashioned ship's cabin, where the cushioned, continuous seat that ran about against the sides and all the chairs were filled with coats and hats. Up another flight, with angular turns, and an entirely different scene confronted them. They had reached the smoking room and cafe, which was crowded with loudly chatting men. Here vanished all doubts as to the company he was in on the part of the young man whose misfortune it was to have had only nine years' experience in cycling. It was not river pirates, nor sailors of any sort he was among, despite the nautlcal cast of the surroundings. It was the ancient and esoteric order of the Boston Bicycle Club, in fact. In the throng he could distinguish the faces of men he knew and whose names are known throughout the country, wherever bicycles are ridden, and others he could recognize as being those of whom he had heard. There was "Capt" Weston, the godfather of all; the patriarchal Abbott Bassett, whose snowy crest for once had plenty of company; "Ned" Hodges, a dozen times the saviour of cycling's most cherished and now historic institutions; Judge Josiah Dean, who farmerly in high-wheel days sought verdicts

from the judges on the race tracks; Charley Reed, who was the first American artist of the bicycle; "Happy Days" Will Pitman, who took long rides when short ones were notable feats; A. S. Kendall, musical composer to its royal excellence, the B. B. C.; "Bunny" Edmands, another relic of highwheel racing days; Jack Fecitt, the irrepressible wag and fun-maker, standing beside Quincy Kilby, the old reliable, as if to represent the short and long of all things in cycling: Dr. Thomas De Blois, famous many years as a fencer as well as pedalpusher; Milo Belding and a rare covey of cycling game birds who had made the flight from their New York covers, including C. J. Obermeyer, the new L. A. W. president; Dr. L. Leroy, Jarvis C. Howard and George T. Stehbins

No, there was no doubt about it; the young man had gotten into the inner circle of cycling. He was in the holy of holies. Almost he could hear in his soul the injunction of "Put off thy shoes, for the ground whereon thou standest is holy ground." But there was nothing in the bearing of the men about him to warrant such a fancy in the mind. So wonderful is the individuality of this Boston Bicycle Club, so infectious its spirit of camaraderie, that the stranger within its doors loses in a twinkling all strangeness and becomes one with it, and so the mass is ever homeogeneous.

There were few visitors at this twentyfifth annual dinner, and they quickly forgot themselves to be such. They were one with the rest. All knew each other, all were contrades in a common cause and with a common sentiment. The informal preliminaries-nay, every stage was informal-the brief half hour before the feast began, when the veterans foregathered and gossiped as men will, were as jovial as such time is wont to be at the annual dinners of the club, but there was an indescribable something pervading that made the occasion seem more notable. A quarter of a century had passed since the founders of the club had laid also the foundations of cycling as an American pastime and sport. The retrospective mood of the assembly, always present, was more marked. The spirit of Long Ago stalked more boldly in and out of the unformed ranks, and one seemed to pass from the dark outer world of the day present into a dream of the past, but a waking dream, for everything was too tangible to be purely visionary. There were cakes and ale in the land; they were waiting upstairs, but meantime there were cherried cocktails downstairs to be drank to the "Bibamus" of the club. Still the cloud of sentiment enwrapped all. The place ceased to be a ship's grog room and became a temple of memories. With all there was of quip and jest, of boisterous merriment, there was a note of personal sentiment sounding through it all. There was good-fellowship, yes; but it was regally refined. The easy familiarity and confidence of friendship tested by years was omnipresent, but there was yet the inflex

of a genuine affection to it that imparted a reverent tone. The memories of some days, when spoken of, suggested an almost worshipful regard on the part of the speakers; they were touched with words as tenderly as a vestal in a temple might handle sacristal vessels. Indeed, there was no escape from the shadowy, constant impression that all the jollity was but part of the rites in a service at the shrine of

"Old scenes, old hopes, old friends, old days, . Wherefrom fuli many a season parts."

Upstairs in the messroom of the club the festive board was spread in the shape of a hollow square, with a copy of the twentyfifth anniversary number of the first wheelmen's paper published, now the Bicycling World, laid beneath every plate and beside it a copy of a saffron-tinted menu which evidenced the inimitable touch of the "Papa" who had just relinquished the office of secretary, after twenty-five years of service. There was the menu of a substantial repast, beginning and ending, of course, with "Bibamus," and further adorned with Herr Stahl's warning, "Ja, trinken wir; aber fur den Katzenjammer aufgepasst," and also the old German saying:

"Wein auf bier. Das rath ich dir— Bier auf wein, Das lassf du sein."

This last warning, however was not heeded, for the wine flowed freest at the last.

Further on the menu had printed in full the words of the "Bibamus," as paraphrased from Oliver Wendell Holmes by J. G. Dalton, with the music arranged for them by A. S. Kendall:

"Bibamus, Bibamus, ad primum bicyclicum club.

In urbe, eorum, cui nomen est Hub; Et floreant, valeant, volitant tam— Non Pericius, ipse enumeret quam—Bibamus."

Turning the pages, one found the names of the founders of the club who assembled on February 11, 1878, the names of the first officers and those of the officers for 1903, as follows: Edward C. Hodges, president; Augustus Nickerson, secretary-treasurer, and Walter G. Kendall, captain. The only change that has been made in years is the election of Mr. Nickerson to fill the place of secretary, made vacant by the resignation of "Papa" Weston after twenty-five years of service.

The pictures of President Hodges and "Papa" Weston adorned the menu, and also such tid-bits from the club records as the following:

"To a joy beyond dimensions,
To a pleasure never old,
To the Prince of all Inventions,
To the Steel worth more than gold.
"We, heirs of an Age of Science,
With leaping Life shall ride
From the purple Dawn of Manhood on
To the ebbing eventide."
—Macheath

"For this old Club is still—as I trust it always will be—a Cycling Club, and not

(Continued on page 613)

The down-to-date Merchant realizes that the

GOOD WILL of his business IS A DIVIDEND PAYER

He ties to lines of merchandise which have the good will of his customers.

I know some big business can be done, because the wheel will certainly make good for the most emphatic statements as to its merits. I bought a roadster in April 1900. Have ridden it hard for three summers and it is good for two summers more. My expense has been a set of tires.

CARROL B. DOTSON.



Rather expressive of good will, isn't it? Rather easy for the live man to hold the business of customers who feel that way. There's money in it. The selling expense has been eliminated by the satisfaction created by the previous sale.

Come with us and learn what it is to make "easy sales,"
—it pays.

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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, FEBRUARY 19, 1903.

Days That Deceive.

Whether or not premature springs—those harbingers of the real article that sometimes make their appearance in February—help the trade is a mooted question.

It is undeniable that the early approach of the vernal season is welcomed by riders. But it is not equally clear that it is of henefit to the entire trade, although it certainly is to a part of it. From the 1st of February on every bright, sunshiny day puts money in the till of the retailer. His repair shop and sundries counter flourish as long as riding is indulged in, and suffer when rain or snow put an end to it temporarily.

The very unexpectedness and rarity of the fine days add to his receipts. Riders appreciate the fact that they must make hay while the sun shines, and obstacles such as a punctures tires or broken saddle springs, that might ordinarily deter them, have no effect at such times. The day invites them to ride, and ride they will if there is any way of getting their machines into commission.

A spring that is neither one thing nor another, however, is almost certain to be disastrous. If winter lasts until well into April—chill winds and depressing rains succeeding the snow and ice of March—there is much time lost, and with it sales that can never be made up. But this is not much worse than the "bacon" sort of weather—first a slice of good and then a slice of bad. Riders complain more of the latter than they praise the former, and never really start in to riding regularly until the warm weather comes.

The ideal spring is the one that comes neither too early nor too late. Winter is bade goodby in March, and the winds of that boisterous month are tempered by the sun, while the April rains have intervals of decent weather between them. Then it is possible to get into trim before the warm days set in, and avoid the exhaustion and distaste of violent exertion so common prior to that arrival at "fitness" that means so much.

Nevertheless, it is not easy to find many tradesmen who grumble at the appearance of fine days, even in February. They seem to bring appreciably nearer the time when the rider will again be abroad in the land and the long period of preparation or inactivity will be at an end.

Changes and the Lack of Them.

To a transatlantic rider of some eminence is ascribed the remark, made in a semi-jocular tone, that uo new feature should be incorporated into hicycle construction until it has been given a five years' trial. The remark was called forth by the activity of makers on the "other side," and their disposition to keep constantly changing their patterns in matters of minor importance.

The plan is, of course, too absurd to be seriously considered. We should not be much beyond the boneshaker age if it had been followed in the past, and such epoch making inventions as the safety, the pneumatic tire, the coaster brake—not to mention a host of smaller ones—would have been delayed in a manner that would not have been tolerated. In the past, at least, the trade and public were too eager for novelties and improvements to wait any such length of time before incorporating them in the season's machines.

But the remark suggests the question whether the old way or the new, the feverlsh search for and quick seizing of new things, or the more leisurely method of holding firmly to present construction until something better is proved to be found, is really the better.

Certain it is that the machines of to-day stand up better and give more general satisfaction than did those of the past. The guarantee costs little to maintain, and is no more a constant source of friction between maker and dealer, and dealer and rider. With a pretty close approach to standardiza. tion and uniformity of pattern has come a marked improvement in quality. The machine of one year will be better the next year if little or no change is made in it. The longer each part is made the more expert will the workmen get, whereas if a change, even the slightest, is made it will take some little time for that same workman to so arrange matters that he can make it as good as the old one. No part was ever made just right at first, even in the best factory; and the millionth part will be appreciably better than the one-hundred-thousandth, just as the latter will be better than the first thousandth.

In some respects, then, lack of change is a good thing, for it enables a factory to turn out as perfect goods as that much abused term can every be admitted to meau. But it is equally true that in moderation changes or improvements are good things, and the ideal condition is the one where the happy mean is struck, and no changes are made unless they are also real improvements.

Where Mischief is Making.

It is distinctly regrettable that the motor bicycle has not a national organization intent on advancing its interests and safeguarding its future.

In the restrictive and obnoxious legislation aimed at automobiles that is marking the proceedings of many of the present legislatures, the provisions are being made apply to all motor driven vehicles without regard to their size, nature or construction.

As a result, many most embarrassing if not impossible requirements that may be made apply to motor bicycles are being placed on the statute books without a murmur or protest. The automobilists are concerned only for their own interests, and the L. A. W., which undertook to care for motor bicyclists, has proven hopelessly impotent, and each day it becomes more evident that the latter must care for themselves if their way is not to be incumbered by vexing obstacles, legal and otherwise. The situation has already impressed itself on several, and there seems a likelihood that the

Associated American Motorcyclists, organized before its time, will be called into useful being.

On Being Prepared.

To be prepared is half the battle. The dealer who has carefully laid his plans, selected his line of machines, arranged his publicity campaign and attended to all the other details that required to be thought of in advance, and is therefore ready for the breaking up of winter, whether it takes place in March or in April—such a dealer has an infinitely greater chance of coming through the season with flying colors than his unready rival.

To drift along is the worst possible policy. When the riding actually begins, and the buying, repairing, etc., along with it, there is no time for anything but to take care of the business. If the repair shop, for example, has not been put in order it is too late to do it properly. In these days of sharp competition men must work under high pressure, handling jobs expeditiously as well as intelligently, and getting each job through and out of the way without the loss of a minute. Happ-go-lucky methods will not accomplish such things. There must be a system. Only years of experience enable a repairman to perfect one, hence the need of taking time by the forelock and having everything ready beforehand.

It is the same way if we turn to the store. If we know just what to do and how to do it we lose no time. If, however, we have to stop and think which is the best way to do it, to weigh one method against another, we are certain to lose valuable time. And in the spring, more than at any other period, time is magnified in importance.

It will not do to assume that all dealers are of the forehanded class. Too many proofs to the contrary exist. Some of them wake up just about this time, and jump in and get things in shape before the rush actually comes. But this still leaves many who, through a variety of causes, wait and wait and wait, and at the end find themselves caught in the rush and are obliged to cope with it as best they can.

Little things frequently carry the day for or against a sale. Nuts so placed that they cannot be reached readily with a wrench, a slovenly or niggardly tool bag equipment, insufficient adjustments of handle bars or other parts—these things count more than is generally believed.

AUGER WINS THE AUSTRAL

After Three Postponements Classic Race Falls to a Longmarker—25,000 Present.

Melbourne, Jan 19.—For the first time in seventeen years the Austral meeting this season was effectively stopped by rain. The meeting of late years has extended over three days, and on the second day this year the programme had to be suspended through adverse weather, and, after a wait of an hour, altogether abandoned, as the rain increased in volume. On the Saturday following the programme was completed, together with a portion of that usually run on the concluding day, but when, a week later, on a day set apart for the conclusion of the meet, heavy weather set in, it was decided to postpone it for three weeks, no other date being available in the mean time. On that date, January 10, the promoters, the Melbourne Bicycle Club, were favored with excellent weather, and a big crowd of 25,000 spectators put in an appearance. The big prize of \$2,250 went to F. C. Auger, a rider of twenty-two years of age, who started at 240 yards in the two miles; A. C. Forbes (50) was second, and M. Lewis (90) third. The race was not a fast one, being ridden in 4 min. 26 1-5 secs., as against 4:19 of two years ago.

A very strong attraction at the last day of the Austral meeting was the appearance of the crack German pace followers, Robl and Dickentman, This, however, was not their first appearance before a Melbourne assemblage. Their riding was more of an exhibition than anything else, although they lowered the world's grass records handsomely. These records were the easiest to beat in the world, but they served the purpose of doing something before a large gathering. The times were much slower than those accomplished earlier in the month, when, on the 3d and 7th insts., they competed against two local cracks, Beauchamp (who visited the United States in company with "Pfugger" Martin last year), and G. R. Morgan. Although Beauchamp won his match against Dickentman on points, it was obvious that our men were outclassed, as in some subsequent tests our riders could not hold the pace.

The visit of these riders has given the sport a much needed fillip, and plainly demonstrated to the promoters that something must be done in the way of changing the programmes, which for years have consisted wholly of handicaps and scratch races between all classes of riders. It has also shown what no amount of writing or talking would do—that we are years behind in the matter of tracks. For several years past the Melbourne B. C. has averaged a clear

profit of \$5,000 per annum on its Austral meeting, although conducted on a grass track, and, content with this, have shelved the matter of the future and sacrificed the sport for what is now considered a social function, or rather fixture. Thousands of people attend the Austral merely because it is "the thing" to be there. That the sport has suffered there is no doubt, and with it the trade. It was clearly seen by those who had given the matter any thought that so long as the M. B. C. catered for the gate and studied spectacular effects alone, keeping to the grass track on the well appointed cricket ground, so long would Melbourne be without an up to date racing path. For ten long years this has been apparent to those who would see.

"Major" Taylor has made a good impression on the Australian sporting public. He has raced several times at Sydney, N. S. W., and has won as often as was expected of him in his present form. He is rapidly improving, however, and electrified the spectators with a lightning finish, and showed that the style of racing in the States is somewhat different from ours. He considers D. J. Walker, our best sprinter, to be a very brilliant rider, and that there were only three men in the world who, in his opinion, were capable of beating him. He was too modest to say that he thought himself one of the trio, but has since given practical proof that he is. His color makes no difference to the Australians. He is welcomed just as if he were a white. As a matter of fact, we rather look upon the matter that if a man is born a negro he at least had nothing to do with it. The mind's the standard of the man, and, according to all accounts, Taylor has a mind that any white may well be proud of. Taylor is billed to appear at Melbourne at the annual fête of the Australian Natives' Association, January 24 and 26.

Variable speed gears are making steady progress with the better and, I may say, the more experienced class of riders. My own opinion of the device is that, next to the pneumatic tire, it is the best improvement in the cycle of late years. I have given this valuable adjunct to wheeling a test of some 15,000 to 16,000 miles in about two and three-fourths years, and find it invaluable.

Motocycle Makers May Organize,

In London they are already talking gof a motor bicycle manufacturers' association. And it is not to be denied that either here or there an organization of the sort can be made serve many useful purposes and prevent many abuses that may affect the future of the yet young and tender industry.

Taylor Takes a Champlonship.

Major Taylor placed the Australian quarter mile championship to his credit on January 23. He was immediately challenged by Gudgeon, who finished second, and a match race for \$500 a side was arranged.

ITS 25th BIRTHDAY.

(Continued from page 607.)

merely the memory of one."-From Club Circular No. 490.

President Hodges occupied the head of the table, with the new L. A. W. president, C. J. Obermeyer, at his right hand and Secretary-Treasurer Abbott Bassett, of the League, at his left. The "Bibamus" was sung several times during the meal, while every few minutes was heard the club yell, with Boston spelled letter by letter and ending with the long-drawn-out "Well,"

"B-O-S-T-O-N, Rah! Rah! Rah! Rah! Rah! Rah! Wel-l-!!

There were just fortyfive members and friends who dined. They were:

Edward C. Hodges, Eliphalet G. Philbrick, Richard P. Elliott, Abbott Bassett, E. F. Lowry, William H. Edmunds, former Judge Josiah S. Dean, James E. Leach, F. D. Wifde, J. B. Kelley, A. S. Kendall, Charles L. Sparks, Charles W. Reed, Frank W. Weston, Edward A. Hemmenway, Dr. Rourke, Charles W. Pierce, Charles S. Howard, J. von Betzen, John A. Waldo, Frank T. Barron, Spencer T. Williams, Charles N: Chevalier, A. O. McGarrett, A. B. Bradstreet, H. W. Robinson, J. J. Fecitt, Quincy Kilby, G. B. Young, H. A. Libbey, Augustus Nickerson, Eugene MacDonald, J. A. Kennedy, E. G. Whitney, Ezra O. Winsor, C. J. Obermeyer, George T. Stebbins, M. M. Belding, Jr., Dr. Louis C. Le Roy, Jarvis C. Howard, F. W. Brooks, Jr., Will R. Pitman, Arthur N. Jervis and Walter U. Lawson. The last nine names are those of the visitors who were present from New ork City.

There was abundant wit and persiflage to spice the time between courses, "Jack" Fecitt being a liberal contributor to the laughter. One of the remarks overheard from the "old men's corner" was that of Quincy Kilby, who said that he had ridden a wheel on the bare ground every month for eighty-four consecutive months,

Such time as appetites were sated, while yet the amber fluid flowed freely from the wood to drown what jagged edges of thirst remained and to furnish wherewith to make toast drinking a substantial fact beyond the form, President "Ned" Hodges arose and asked attention. After a few words of greeting and welcome the president, standing behind a large basket of flowers that rested on the table before him, entered upon the performance of a duty most remarkably pathetic and yet inspiring. It was the reading of a letter from the aged mother of Harry Robinson, a club member, who had passed into the beyond the year before. There was nothing in connection with the reunion that so signally marked the hold that this club has upon the loyalty and affection of its members. That the love of a departed member should be so strong that his aged mother in her loneliness should send greeting to his former comrades, and thereby insure his presence in memory and spirit, was

inspiring to the loyalty of the others, as well as singularly touching. As the reading of the sweetly simple message progressed the sting of tears was felt in the eyes of every man; there was a silence that was eloquent of deeply stirred feelings, and down the bronzed cheek of more than one manly face a briny globule coursed its way. The letter, which had accompanied the basket of flowers, was addressed to President Hodges personally, and read as follows:

"Dear Sir: Will you accept in behalf of the members of the Boston Bicycle Club these flowers and place them upon your table in memory of 'Happy Jack'? You all know his warm interest in this club, and I feel it a privilege to send you this little reminder of the many happy hours he once enjoyed with you. After your pleasant, jovial evening is over will you please ask any of the old members present to take from this basket a few flowers home to remember their old friend 'Happy Jack'?

"With warmest wishes for a very enjoyable evening for all, rest assured I am with you in heart and thought.

There was silence for several minutes after the reading of the letter, and the voice of the president was suspiciously husky when he resumed his duty as toastmaster and called upon "Papa" Frank Weston to respond for the twenty-fifth consecutive year to the toast of "The Boston Bicycle Club."

Before the veteran called upon could rise the piano began to give forth the strains of "Mister Dooley," and "Papa" Weston was pulled back into his seat while "Chick" Fox, the leader of the quartet of entertainers engaged for the occasion, launched forth into a paraphrased version of Mr. Dooley, written by Quincy Kilby and given below in full. After each verse the entire company joined vociferously in singing the chorus, which previously had been surreptitiously handed about to all except "Papa" and memorized. It came as a surprise to the veteran, this tribute, and his face during the singing was convulsed with the conflicting emotions of pride, amusement and embarrassment. The song was as follows:

PAPA WESTON.

(To the air of "Mister Dooley." In eighteen lundred and seventy-eight some wheelmen in the Hub

Decided that they ought to start the first bicycle club.

They gathered all together, and each man expressed his views;

But who's the man that stirred them up and made them all enthuse?

Why, Papa Weston, Papa Weston— He's the man we all admire, every one.

Papa Weston, Papa Weston-His white gloves point the way to speed and fun.

When wheelmen were a rarity and seldom seen about.

They made the population stare and caused the kids to shout.

They were annoyed and plagued by laws that no longer trouble you;

Who was it first proposed that they should start the L. A. W.?

When every man who rode a wheel was one you liked to know,

The wheelmen had a jelly time wherever they would go;

And when the now world famous run was ridden by this club,

Who was the man rode in the van on the Wheel About the Hub?

At first they were content to ride in parks and city streets,

Then soon astonished farmers with their longer distance feats;

At last in foreign countries they said their wheels they'd drive-

Who was it went to England with the famous Fortunate Five?

When days are hot and hills are high, and roads are at their worst, And wheelmen feel the clutches of an over-

powering thirst,

Who is the man, the man we love, the man we'd hate to lose,

Suggests each time a different and enticing kind of booze?

When the last notes of the song had died away "Papa" Weston gasped through his laughter: "I don't know which man I'll kill, hut I'll tell you later."

Then the venerable founder of the club, of the first paper and the pioneer American eyelist rose to his feet and said:

"When old codgers like me speak of old times I notice they are fond of speaking of looking down the vista of the past. Now, I shall not ask you to look down any vista, for if you look down a vista far enough the objects begin to become obscured, then they fade and vanish from the view. Instead I prefer to ask you to look across the valley of the years of this quarter century, the valley of the history of the Boston Bicycle Club, as it lies now before us bathed in the sunlight of our memories. Let us take a glance, for instance, into the old room at Vossler's. We can see the long table there, and at the head of it the rotund form of our first president, who has left us for the beyond. I can see now in fancy the kindly eyes behind the spectacles beaming with fun and loyalty as we rose when the post-prandial programme began to drink to that old time comprehensive toast which took in the club, the city in which the club was, the county, the State, the country and its President, and drank finally to the President of the United States, which was the first toast ever drank by the Boston Bicycle Club. On this anniversary it is fitting that we should revive old customs, and I propose now that we drink first a health to the President of the United States."

The toast was drunk, and President Hodges then interjected the remark:

"President Roosevelt is a wheelman and a member of the League of American Wheelmen."

Mr. Weston continued:

"That company in the room at Vossler's was different from the one now before me in that they were all euthusiastic riders"-

A Voice-"There are a few of us left yet." Mr. Weston-"There are, thank God! The toast to which I now respond, as we have heen wont to put it, 'To the oldest bicycle club of the finest city with the worst hills in the country."

"I cannot refrain, however, from regretting that I am not addressing now an audience as enthusiastic in the pursuit and practice of cycling as was the audience which I addressed on this day twenty-five years ago.

"Perhaps it is natural that it should not be so, but I cannot help feeling that while I at my age continue in the riding ranks, it can only be under exceptional circumstances that any younger member would be justified in seceding from them, especially when I know that all of you, without exception, have the interest of the club so much at heart.

"This may sound like grumbling—well, it is an Englishman's privilege to grumble. Let me tell you a story"—

Here "Papa" told the story of the shipwrecked sailor who was taken unconscious from a raft and nursed back to life on board a steamer. The first words of the rescued man after regaining consciousness were:

"Where ye bound?"

"To London," was the reply.

"But—but blarst hit hall! 'Ang it, man! I've just come from Lunnon, ye know!"

"Doubtless the grumbler is often unreasonable-sometimes ungrateful-as this one was, but if we had no grumblers we should have no reformers. And when I contrast the cycling of to-day with the cycling of not many years ago I am not sure that a good growl is not a good thing. Personally, being very good company for myself, I am not averse to going off on long solitary rides, though I like congenial society. The fact that I ride many miles now without seeing another wheelman doesn't trouble me. What does trouble me, however, is that owing to want of patronage the wayside repair shops have mostly gone out of business; that the places of rest and refreshment have not multiplied as they once bid fair to do, and that thousands of skilled mechanics and millions of capital have been compelled to seek other fields of profitable employment. Every wheelman who without sufficient cause has left the riding ranks is in part responsible for this, and the worst feature of it all is that it is all so wholly unnecessary. In most of the mechanic arts America has been the leader. Why does she not continue to lead in this? In England, on the Continent, in torrid India, in the British colonies, and, yes, in the American colonies, too, cycling flourishes. The English cycle manufacturing firms still pay good dividends. The English N. C. U., the International C. T. C., the national French and German eyeling clubs, and, in fact, all cycling organizations except American ones, are continuously, and it would seem, permanently prosperous. Is this country really to relegate all such prosperity and advancement to others?

"In 1866 we took up the velocipede. In 1869 we had dropped it after a few years of a furious craze over it. In 1868 every available hall and loft was used for velocipede riding, and the next year not one of them was so employed. The English, though, went on from the velocipede of 1869, after we had dropped it, and evolved from it the bicycle, which came back to this country in 1876. Why did not America develop the bicycle from the velocipede? We took up the bicycle like mad and not deliberately, as England did. Now we haven't employment for either capital or labor in the bicycle business here, while on the other side there is plenty of employment for both.

"In like manner we dropped Moody Boynton and his bicycle railroad, run by electric power, and others have taken Boynton's idea and developed it until to-day such a railroad, with a speed of more than one hundred miles an hour, is confessedly practicable. Yet, whether because of vested interests or not, no such railroad, exists in this country, and it is from Liverpool to Manchester, in England, that the first of such railways is now being constructed, with 110 miles an hour for its schedule.

"Of course, alt this will come here eventually, just as the bicycle did in 1876, but it is a thousand pities that the initiative is not to be of this country. It is my loyalty to the country in which I live that makes me wish America could take the initiative in such matters and not be a follower.

"It is because of these reasons and of other reasons akin to them that I am on this twenty-fifth anniversary responding to the toast of the evening with somewhat less of contentment in my mind than I should like to have there. If we were still every one of us constant riders; if the L. A. W. still remained the mighty organization, powerful for good, that it once was; if one could start in the morning on one's wheel, and, scudding before the wind, feel assured that good roads and comfortable roadside hostelries would, wherever we went, await us; if we in Boston could by bicycle railroad attend an evening performance at a theatre in New York and return home to sleep after the performance was over; if, in short, the thousand and one privileges which the bicycle should have brought us were available now. I should, I doubt not, be able to call myself from the cycling standpoint a contented man-and he is a rare animal. I never heard of but one. Let me tell you a story"

Here "Papa" told a story of an English sailor who was frugal minded and anxious to quit sailing before the mast and settle down. He did not go on sprees with his mates, but saved his money, because he knew what it was to be roused out of a warm bunk so many times by the pounding of a belaying pin on deck and forced to climb into the ice coated shrouds to shorten sail, or maybe simply take his turn on watch. Finally, through rescuing a derelict, the whole crew was made independently wealthy by the salvage money, and the old tar bought a snug little place ashore. He then got a man to come every morning and pound on his door with a belaying pin and tell him, "Seven bells, and the cap'n says you're to get up!" Then he would turn over in his bunk, growl out, "Tell the cap'n to go to h——!" and go to sleep again in perfect contentment.

Resuming, "Papa" Weston said:

"Well, gentlemen, all I have said has been in a general way, and with the view of suggesting to you that our club, our bicycles and the uses we make of them are matters of more importance that would appear on the face of them. As there is but little that I can say, I am infinitely contented that we have rounded out our first quarter of a century as well as we have. I am hopeful that the next twenty-five years will be still more important and successful. Of course, I shall not be here to see, but some of you will, and at the half century dinner you will listen to what some new 'papa' may bave to say in response to the toast to which I have now for twenty-five times done such poor justice.

"Personally, Horace and Dryden have said for me:

'Happy the man, and happy be alone, He who can call to-day his own, He who, serene within, can say,

"To-morrow do thy worst, for I have lived to-day.

Be fair or foul or rain or shine,
The joys I have possessed in spite of fate
are mine;

No heaven itself upon the past has power; For what has been, has been, and I have had my hour."'

"Yes, I have had my day, and so has our old club; but there is this difference—my day cannot come to me again. The club's day is susceptible of infinite repetition. It is all in your hands, and in the concluding words of the menu before you:

"'Just as our old club was once the fountain head of all that the bicycle brought to this country, so can it again, if it wishes, become the incentive to, if not the source of, a renewal of American cycling prosperity.'"

The "Papa" Weston chorus was sung and then Toastmaster Hodges said: "We of the Boston Bicycle Club started with twenty or thirty members, and we now have 110, but we have with us a man who has to explain a membership that has gone the other way—one which a few years ago had 103,000 members and now has 5,800. Mr. Obermeyer, the stunt is up to you."

Mr. Obermeyer-"Some men are born great and some achieve greatness. I have had greatness thrust upon me to-night. I assure you it was less embarrassing for me to accept the presidency of the L. A. W. the other day than it was for me to sit to-night at the right hand of the president of the Boston Bieycle Club and be called upon to address you." Here Mr. Obermeyer, to illustrate his embarrassment, told a story of a lisping society woman, at whose private theatricals the play of "Damon and Pythias" was to be given, telling how the play was spolled by the Incident of Damon getting Pythlas drunk. Mr. Obermeyer continued: "So far as the L. A. W. is concerned, I am almost an outsider, and not in

a position to give an opinion as to why its membership has so grievously declined, but this I will say: The only time the league will be revived is when the privileges which it has obtained for wheelmen and which they now enjoy are encroached upon. And that time may not be so far distant as you think. Suppose the bicycle baggage law is attempted to be repealed, who is there to fight it? How much more influence there would be behind the Brownlow bill if the leagne could back it up with a membership of 100,-000? A ll here ought to remember the many things to be done and remain loyal to the league. Secretary Bassett can tell you more about the league than I can. I propose now that we give the club cry."

President Hodges—"We should be thankful that we have finally landed a member of the Boston Bicycle Club in the presidency of the L. A. W. I was turned down, but there is one old thing here that they can't turn down, and I introduce to you the perpetual secretary of the league, Abbott Bassett."

At this juncture there broke out a great roar of welcome, which finally was resolved into a modification of the club yell, with the name of the secretary substituted, "B-a-s-s-e-t-t! Rah! Rah! Rah! Rah! Rah! Rah!

Abhott Bassett-"It seems that I have been called upon for a speech and given no subject. I was privately told; however, to talk about old times, and admonished that if I talked louger than five minutes I would get a punch in the stomach. At any rate, I have the five minutes of grace, like the young man in the crowded streetcar. He was a good looking, sprucely dressed young man, and a young woman with a fur muff got in and sat down next to him. It was not long before the young woman felt the hand of the young man clasping her own hand inside the muff. She became desperately indignant, and, leaning toward him, she said in a tragic whisper: 'I'll give you just fifteen minutes to take your hand away, sir.' So I, like that young man, have my time allotted. Reminiscence is about the only luxury in which we can afford to indulge now that coal is \$15 a ton, 'Bunny' Edmonds, here at my left, makes me reminiscent of racing. I remember that the first race I ever say, 'Bunny' rode in it, and he did not win it. It was your president, 'Ned' Hodges, who brought me into cycling, and I was brought into it because it paid me a good salary to be brought. I look at 'Papa' Weston there, and think with him that we don't get the fun out of it nowadays that we did in the old times. This is one of the reasons for the L. A. W. decline. The L. A. W. was organized in 1880, and the first club on its list of club memberships was the Boston Bicycle Club. You ask why has the L. A. W. gone down? Why haven't you supported it?"

Chorus-"We have!"

Bassett—"Well, I guess that's true, too. Cycling for its history comes back to Boston. Here the first club was formed, here the L. A. W. was organized, here the Newton and the Rover clubs were formed, and they all exist to-day. Why? Out of pure sentiment. It is sentiment that brings us here to-night, and it is because of sentiment that the Boston Bicycle Club will last as long as there are two members to meet and sing the Bibamus. And the L. A. W., which has now 400 life members, will last as long as there are two of them to meet and exchange salutations. The New York people come up here to be with us to-night, and they put on a pretty big front, but New York was not fit to ride in until Boston men went there and fought for good roads and the rights of wheelmen."

When the white haired veteran ceased speaking some one started the Dooley chorus, with "Papa Bassett" substituted for "Papa Weston," and all sang it.

Quincy Kilby, when called upon, spoke a few words appreciative of the memory of Harry Robinson, and proposed that all should stand and "join with empty glasses in a silent toast to the memory of 'Happy Jack." This was done with much solemnity, and there were more than one pair of eyes around the room that glistened as suspiciously as they had when the letter from the mother of the comrade had been read.

After the speechmaking had ended Fox's troupers began an entertainment that lasted until midnight. D. W. Deshon gave some amusing imitations, W. B. C. Fox told character stories in dialect, Charles F. White, who acted as accompanist, gave piano imitations, and Clarence E. Billings sang several selections of assorted character.

This was not enough, though, and A. S. Kendall was compelled by request to sing a new "Ode to Anacreon" composition of his own.

Slowly the company left the tables, carrying the menu sheets, the big beer steins and the anniversary copies of the Bicycling World with them as souvenirs. Going down the companionway to the lower deck, where the coats and hats lay disposed about the captain's cabin, the company broke into groups of threes and fours, some of which lingered for parting chats more intimate than had been possible around the banquet board, and others for a parting toast. After many repeated handshakings and nights" the last groups finally plunged into the outer darkness of Rowe's Wharf and realized once more their whereabouts and the affairs of the present time, and, like those who had left earlier(turned their faces homeward, there to seek their beds and again become oblivious of the present in dreams of Auld Lang Syne.

So ended the first quarter centennial banquet of the Boston Bicycle Club.

To Make Ferries Carry Them Free.

Assemblyman Dooling has again introduced a bil lin the New York State Legislature compelling steamboats to carry bicycles as baggage, the same as the railroads. It failed to get through last year.

To Improve a Rotten Road.

At last there is a fair prospect of a good road connection being established between New York and the boulevards of New Jersey. This long desired change, if it comes, will be brought about by automobilists. For years the magnificent highways of Hudson, Essex, Gergen and other counties have been little more than a tantilization to wheelmen, because between them aud Jersey City lies a wilderness of hog and muddy roads that has been familiarly dubbed "the hog wallow."

Members of one New Jersey automobile club and other wealthy and influential users of motor vehicles residing in Newark, Montclair, Bloomfield, the Oranges and adjacent towns have united in a plan to purchase the Belleville turnpike, which crosses the meadows between Jersey City and Kearny. Hudson county owns the turnpike, and the automobilists will first endeavor to secure it as private property. Failing in this, they will open negotiations with the Freeholders and the New Jersey State Road Commissioner.

As a highway to New York the Belleville turnpike is over two miles shorter for residents of Newark, Montclair and Bloomfield than the Newark turnpike.

The Belleville turnpike is four miles in length and is used almost entirely by funeral processions from Jersey City to Arlington Cemetery. It is understood a definite proposition will be submitted to the Hudson County Freeholders at their meeting on Thursday, March 5.

Bostonians Make Their Objections.

The opposition to the N. C. A. paced circuit on the part of a few track owners, racing men and their managers, which had formed in New England, has been overcome. The tracks at Providence, Revere Beach and Charles River Park had formed a combination to stay outside the circult, but an option of lease on the Charles River track was obtained by "Jim" Kennedy, who is in the circuit, and this will be clinched by taking the lease. This will effectually break the combination, as Providence is pledged to keep company with Charles River Park. This leaves the Revere Beach track out in the cold, and the new track at Lowell, to be built by Jack Prince, will be substituted for it. It is understood that Kennedy will not manage the Charles River track, the option he took on it being for some one else.

The opposition crystallized at Boston last Monday, when a clique of riders and managers presented a petition to the paced circuit executive committee that was meeting there, requesting that the old limit of twelve inches width for pacing machines be not changed to sixteen inches, and that tandems as well as singles be permitted to be used in pace making. It is not likely that these requests will be granted.

If you have not yet received a copy of The Blcycling World's twenty-fifth anniversary number it is not yet too late.

Edge's Argument for Pedals.

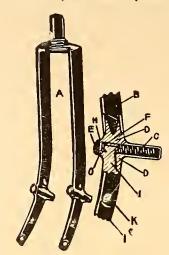
S. F. Edge, the prominent English automobilist, is also an ardeut motor bicyclist, and formerly was a road racing cyclist on the motorless type. Mr. Edge presided recently at the dinner of the Loudon Motor Cycling Club, and after a talk on "the value of pedals on motor cycles" by G. F. Shapr he made some pointed remarks on the subject. He considered that the ability to help the engine was one of the great charms of the motor cycle, and the one point where it scored over a car. Moreover, from the point of view of the manufacturer, it would be most unwise to do away with the pedals, as it made the machine appear too much like a car, and was apt to frighten the man who was accustomed to the cycle, and did not wish to give it up altogether. Again, pedals formed an ideal two-power gear, for, if only the rider made up his mind to use them and to do so in plenty of time, that is to say, before the motor began to slow down on a hill to a serious degree, he could easily help the engine to a very considerable extent, say, up to about half a horse power for short distances.

Mr. Edge's final remark is well worth considering, because it cannot be denied that most motor cyclists do not give their machines pedal assistance soon enough, as there is a certain temptation to see what the machine will do, and to ascertain if it will just surmount this or the rise. If the pedals be

used early enough a good deal of hard work will be saved, while the chances of unduly straining the engine will be reduced.

The A. B. C.'s Spring Fork.

The details of the spring fork, which the American Bicycle Co. is employing this year for the first time, and the only one on the



American market save that used on the Thomas motor bicycle, are shown by the accompanying illustration.

The fork side (B) is of the same proportions as the side of a regular front fork, but the lower part of it is split and a fork end (I) inserted, hinging on a hardened pivot screw (K). The upper part of this fork end

(1) rests against the spring piston (F), which plays upon the end of a spiral spring (C), itself being held in place by the spring holder (D), a solid forging. The combination of piston (F) and piston cap (G) in which the fork end is engaged forms a guide that prevents any tendency to cramp on the part of the moving fork end. Springs of varying degrees of strength can be had to suit the weights of different riders.

To Remove Soot From Reflectors.

To remove soot from the reflectors of acety-lene lamps—a drawback of many constructions—some people take spirit of sal-ammoniac, others recommend the washing in diluted nitric acid and then rubbing off with brass polish, which polishing should follow any treatment. A third recipe recommends the latter process, and adds a rubbing with hydrochloric acid, followed by a quick washing in water, since otherwise the acid eats into the metal. A clouded or dirty reflector in a cycle motor acetylene lamp takes half the lighting effect, and must be quickly removed or cleaned.

Fifty Thousand on one Bicycle.

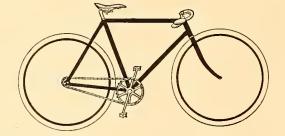
Ten years' service and 50,000 miles travelled is the record claimed for one English machine. The uickel plating is ruined and the rear wheel needs respoking; outside of that the machine is as sound as the day it came from the factory. This is a snowing that it will be hard to beat.

UNCLE SAM'S BICYCLE

STANDARD OF EXCELLENCE.

The LEROY of 1903 and ad finitum.

Daily capacity to amply supply your wants.



Styles and Models for every taste, size and pocket book.

MADE AND UNRESERVEDLY GUARANTEED BY

JOHN R. KEIM, = Bicycle Dept., = Buffalo, N.Y.

INQUIRIES EARNESTLY SOLICITED.

RIDDEN IN A CYCLONE

Most Remarkable Road Race Recalled—Wild Day Followed by a Wilder Night.

They were talking of the decline of road-racing—of the absence of the relay races and long distance events that in former years enthused and caused the inhabitants of the dozen or more towns along the route to turn out and display their interest or to have their interest sharpened, and one and all of those engaged in the conversation were full of both regrets and prsonal experiences.

"I've seen the Irvington-Millburn in the East, the Pullman in the West, and a dozen road races in other parts of the country," reminiscently said one of the party, "but let me tell you that the most remarkable if not the greatest road race ever run in this or any other country, was contested by exactly three men. Incidentally, it was the wildest ride I ever experienced, for although I was not a competitor I had to do with the race. The three racers were famous men in those days, but the race itself, while awaited with keen interest by the cycling world, did not attract cheering thousands or fill many columns in the daily papers. I was one of a scant dozen that actively acted as the officials of the affair.

"It occurred in the early summer of 1890, on the then famous Crawfordsville, Ind., course, N. H. Van Sicklen and George Parrett, of Chicago, and Wm. Van Wagoner, of Newport, R. I., were the three men concerned. The race grew out of Chicago braggadocio. At that time Chicago was a hot-bed of eyeling activity, and was full of clubs and speedy riders; their ability to 'lick creation' was shouted from the housetops, and led to the three-cornered race, Van Wagoner having modestly laid claim to the title 'Road Champion.' The event was preceded by a great wave of newspaper talk, Chicago even threatening to send down a trainload of 'rooters.' As a matter of fact, less than a dozen put in an appearance at Crawfordsville. Officials were scarce, and I was impressed as one of the two checkers to officiate at one of the turns, the start being made in the town, which was the middle of a fifty-mile course. As the racing men first headed in the opposite direction, myself and my fellow checker set out on our high wheels in plenty of time to reach our station twenty-five miles out.

Although it was in May the day was a sizzler. We had not yet shed our flannels, and as the wind was behind us, we had not covered five miles before we were literally saturated with perspiration. It fairly squirted from every pore, and every moment the heat seemed to increase. Hell, I am sure, can scarcely be hotter. It was like riding in a furnace. We sought the shade of the trees several times and fairly guzzled water. Finally, we went into a barn, removed our soaking and clinging

undershirts, and hung them on a bush, intending to get them on our return. We never saw them again. The absence of underwear did not help matters. The wind died out completely, and the heat increased until we could stand it no longer. Twelve miles out we hired a buggy, left our bicycles in the stable and drove to the turning point, a lonely, unsheltered spot. Before we reached it, the sky clouded, the wind sprang up, and the rain began to fall. And, oh! how it did fall. It seemed as if the very bottom had dropped out of the heavens, and while it rained the thunder roared and lightning flashed. The buggy afforded litle protection, so fiercelyl did the wind beat the rain in on us. Like two halfdrowned rats; we sat there for nearly four hours waiting those racing men.

"It was seven hours since they had started, and judging their condition by our



New York Branchi 214-216 West 47th Street.

own, and the storm having eased somewhat, we assumed that they had all abandoned the contest, and accordingly we started to drive in. Before we had gone three miles we met Van Wagoner plugging through the gravel and rain. He was going too fast for our nag, and we arranged with him that he should verify his reaching the turning point at a nearby farm house in order to settle any question that might arise. Then we drove on. Shortly before dusk we reached the stable where we had left our bicycles, and deciding that it would be a splendid trick to beat Van Wagoner into the finish at Crawfordville, nothing having been seen or heard of either Van Sicklen or Barrett, we paid the liveryman and mounted our bicycles, and set out for our foolhardy feat. I shall never forget it. The rain had slackened, but before we had gone far it came down again, and in Niagara torrents. The elements lashed themselves into a perfect fury. The thunder was terrific, and the lightning play incessant. It was as if a terrible battle was in progress overhead. Every moment the wind grew fiercer. It blew the greatest sort of great guns and the night fell of inky blackness. We could not see two

feet ahead of us, and but for the almost continuous lightning flashes, the Lord only knows what would have happened to us.

"Several times we dismounted to feel our way, and once we had an animated discussion as to which of us should jump the fence of a farmhouse to discover whether we were still on the right road to Crawfordsville, our shouts proving unavailing. The barking of a dog decided the matter. Neither of us jumped the fence. We simply remounted and followed our noses, trusting to luck for the rightness of the road. And let me tell you that remounting a high bicycle on a soggy road while saddle and trousers were both wet was more of a trick than the fellows who know only the safety are often called on to perform nowadays. How we ever covered those twelve miles into Crawfordsville without a fall or an accident I will uot attempt to explain. It was fools' luck, I suppose. We did not realize it at the time, but for nearly two hours we were exposed to the full fury of a cyclone. A few miles from Crawfordsville the lightning disclosed a bicycle leaning gainst the fence of a farmhouse. We dismounted and discovered Barrett in the house. He had fallen exhausted from his wheel several hours before and been crried indoors. Although he had recovered, he elected to remain over night; we decided to push on to Crawfordsville. Two or three miles from there the fury of the storm spent itself and as we neared the town the referee in a wagon and carrying a lantern, was stopped driving down the road. We relieved his fears and the fears of the crowd as to Barrett and all assumed that Van Wagoner also had sought refuge for the night. At the hotel, however, a telegram was received stating that the redoubtable Van had stopped for supper twelve miles out and would finish the race that night. He came in an hour or so before midnight and, after nearly everyone but the referee had gone to bed. It had taken him some thirteen hours to ride the one hundred miles. His experience had paralleled our own, save that he had escaped some of the cyclone's fury while at supper. But he had ridden an Eagle 'ordinary,' one of those with the little wheel in front, and had had some troubles all his own. It was something of a trick to steer that little wheel through deep mud, and after floundering all over the road and being twice blown into the roadside ditch, Van had walked for more than an hour. He was a tough nut, however, and while dead tired, was the next day none the worse for his remarkable ride.

"At the hotel the full story of the race was obtained. Van Sicklen and Van Wagoner had shaken off Barrett and had reached Crawfordsville for the first time (50 miles) together. They had weathered the fierce storm of the forenoon and when they stopped for dinner the Chicago Van craftily suggested that they then and there toss a coin to decide the race. Van Wagoner refused and insisted on riding to a finish, whereat Van Sicklen threw up the sponge and quit.

Barrett came along several minutes later and set out to overtake the Eastern man, and, if I recall it aright, he did catch him; the effort, however, so used him up that he fell balf unconscious and was carried into the farmhouse where we found him hours afterward. The next morning all hands rode out to meet him. We found the farmhouse, but Barrett was missing. We came upon him later. Not believing that Van Wagoner had or could finish during the second cyclone, he had risen early and actually set out to complete the race the next day. He was undeceived at the first town he passed through and out there.

"But that morning's search for Barrett turned up evidence of the miraculousness of our escape and of Van Wagoner's escape during the cyclone of the night before. Trees had been uprooted, fences blown down and limbs and fence rails were scattered all over the road. How we three men dodged them all can only be explained by the merciful Providence who is said to watch over fools, The checkers at the other end of the line were more fortunate. They were eating dinner in a farmhouse when the first storm broke, and while it was mild compared with the later one, it was furious enough to cause the checkers and the farmer's family to seek a cyclone cellar for fear the house would be blown down on their heads. They got into Crawfordsville before the night's storm descended.

"There may have been more remarkable races, but, if so, I have never heard of them, and the way Van Wagoner outrode not only the two Chicagoians, but two cyclones, opened Chicago's eyes, and thereafter there was less 'lick creation' brag in that vicinity for a while at least."

The Fifteen That Control Racing.

The following is a list of the cycling federations now affiliated in the Union Cycliste International, fifteen in number: Belgium, Ligue Vélocipèdique Belge (Brussels); United States, National Cycling Association (New York): Switzerland: Union Cycliste Suisse (Geneva); France, Union Vélocipèdique de France (Paris); Italy, Union Vélocipédistica Italiana (Alessandria); Holland, Netherlandsche Wieler Bond (The Hague); Germany, Verband Deutscher Rahrennbahnen (Berlin); Denmark, Union of Danske Cycle Clubber (Copenhagen); Canada, Canadian Cyclists' Association (Montreal); New Zealand, League of New Zealand Wheelman (Christchurch); Spain, Union Velocipedica Espanola (Barcelona); Portugal, Union Velocipedica Portugueza (Lisbon); Argentine Republic, Union Velocipedica Argentina (Buenos Ayres); Great Britain, National Cyclists' Union (London), and Australia, Australasian Federal Cycling Council (Melhourne).

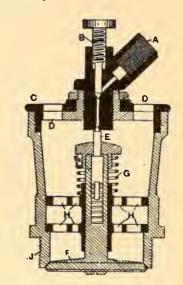
Racing on Home Trainers.

Home trainer races are in considerable vogue in the San Francisco clubs, a big interclub race being an annual event of considerable moment. As a means of stimulating winter interest such events are worthy the attention of the Eastern clubs.

Carburetter and Inlet Combined.

The suggestion that the carburetter of the future should dispense with the float chamber and form a part of the inlet valve appears to have been made with a particular device in mind, as a contrivance of the sort—the Carlton combined carburetter and inlet valve, here illustrated—made its appearance on the English market at about the time the suggestion found its way into print.

As a departure the device is of no little interest, an interest which is heightened by the claim that it permits the use of not only gasolene, but of kerosene and alcohol with equal facility.



A, gasolene inlet; B, needle valve regulating supply of gasolene; C, air inlet regulator; D D, holes through which air enters; E, needle valve admitting spirit to the carburetter; F, induction valve to which E is attached; G. spring to the valve F; H, holes in baffle plate serving to mix the air and spirit; J, screw thread for attaching to induction pipe.

The action of the apparatus is made clear by the illustration. Gasolene is fed to the carburetter through a gauze filled chamber A, the flow being regulated by a hand regulated valve B. Passing through a small orifice, the fluid is drawn into the mixing chamber on the suction of the engine by the needle valve E being pulled from its seat. What happens on the suction stroke of the engine is this: The conical seated mushroom valve F is drawn down, bringing with it the needle valve E, which is attached to its stem, thus allowing the spirit to pass into the mixing chamber. At the same time air is drawn in through holes as shown by D D, the area of which may be altered to admit more or less air, according to circumstances, by rotating the disk C. In passing through the baffle plate holes, as shown by H, the spirit atomizes and becomes intimately mixed with the air before finally entering the engine. The valves E and F are returned to their respective seats by the spring G. The whole of the apparatus is attached to the inlet pipe by a screw thread, and any further support necessary may be given it by means of suitably fixed clips embracing the body.

The Mile a Minute Mark.

A mile in a minute on a bicycle behind pace, which a few years ago was considered a wild dream entertained only by Charles Murphy, is now talked of in an offhand way by the pace followers as something that will be attained on the track in the near future. At the same time automobilists have their eyes fixed upon thirty seconds as the time soon to be the record for a mile, and trotting horse men are auxiously expecting the record of a mile in two minutes soon to be hung out. Will the year 1903 see all these hopes satisfied? It does not seem impossible. The cycle record at present for the mile is 1:161-5. This is the record of Europe, and is held by Contenet. It was made back of a single motor twenty-six inches wide, as will the mile in one minute have to be made. 'The record of America Is held by "Joe" Nelson, and is 1:18 3-5, although Nelson made an official intermediate mile in a race in 1:17 and an unofficial mile in 1:151/2. The mile in France has been made unofficially in 1:11, by "Tommie" Hall. The pacing motor which paced him did a quarter mile at a mile a minute, and may be forced along for the entire mile at that gait this season by French experts. "Barney" Oldfield went a half mile in half a minute and the mile in 1:01 1-5 in an automobile. This was accomplished on a frozen track.

For straightaway records "Tom" Cooper aims to beat "Charlie" Murphy's engine paced mile of 0:57 4-5. Cooper intends to follow his "999" automobile fitted with a wind shield. He aims to do the mile straightaway in half a minute, and may reach 40 seconds this year, the present record being 0:46 2-5, by Augieres, of France.

Corson and his Relay Tour.

E. H. Corson writes that his Boston-to-St, Louis-and-back relay motocycle tour in August next is "booming" and gives every promise of proving an unqualified success. He has received assurances of support from points all along the route, New Jersey, Maryland and Virginia excepted, and is wondering if there are any really enthusiastic motocyclists in those States. The party that will make the run from New England to Niagara Falls, Corson expects, will prove particularly large and memorable, receptions in several cities being in prospect. He already has the. souvenir badges almost complete. These are mailed to all who pay the \$1 that is required for a "booking" in the tour,

Oaklands Elect Officers.

The Oakland (Cal.) Wheelmen have elected the following officers for the ensuing year: W. Martin, president; J. Mauser, vice-president; W. Castleman, secretary; C. Pritchard, treasurer; A. B. Moffatt, A. E. Berg, A. T. Smith and C. L. McEnerney, directors, and Al Bannister, captain.

If you have not yet received a copy of The Bicycling World's twenty-fifth anniversary number it is not yet too late.

"FIT" OR "UNFIT"

This Rider Maintains That Food is Necessary for Good Work and Cites a Case.

"That chap who told you all about the difference in his riding ability when 'fit' and 'unfit' should also have told you that even when 'fit' a man can't stand much punishment on an empty stomach or a butterfly lunch; or, at least, I never could," remarked one of the G. O. O. crowd referring to an article in last week's Bicycling World.

"I have a very vivid remembrance of the occasion on which the fact was most deeply impressed on me. Our club had run to one of the most popular gathering places, about twenty-five miles from the city. When we reached the only hotel in the place we found three other clubs ahead of us. We had to await our turn for dinner, and when it finally came thin soup and a few 'leavings' constituted our portion. We grumbled, of course, but also, of course, to no purpose. There was nothing left in the hotel, On the way home in the evening the usual scorch resulted. I was up in front when it began and for ten miles there wasn't a fellow in the bunch that could get past me. I was thoroughly 'fit' and riding uncommonly well, and after we had shaken off the crowd four or five of us had a hammer and tongs fight of it. It was give and take for miles, and although usually excitement is supposed to cause people to forget hunger, thirst and pretty much everything else, it had no such effect on me. Despite the warmth of the scorch I began to feel a distinct gnawing in the stomach. I was unmistakably hungry and remarked it, but no one cared, and just about that time we ran into a stretch of sandy road and in about three minutes it was all up with 'little Willie.'

"I had read and have since read about men 'suddenly going to pieces,' but that was the first time I ever thoroughly experienced it. I saw the other leaders draw away from me, I saw the stragglers pass me, and was absolutely powerless to give an extra kick to prevent it. I was barely able to keep moving. I was as hungry as a horse and as weak as a kitten, and hunger and weakness were succeeded by an overpowering desire for sleep. Both before and since I had and have been 'baked' and 'done up,' hut never before or after did I so thoroughly and so quickly 'go to pieces.' The further I went the sleepier I became. It was all I could do to restrain myself from dismounting and stretching out at the roadside; in fact, so strong was the inclination that finally I did something I had never done before-I asked one of the tailenders who happened along to remain with me to see that I did not drop off or go to sleep in the road. He did so, and I crawled home some way. I suppose I got there with my eyes open, but I could not

truthfully make affidavit to it. I was in a daze for fully an hour.

"It may be that I was not as 'fit' as I thought I was, but I have always believed, and prefer to believe, that my condition was due to the lack of a half decent meal.",

Remppis Infuses New Life.

Since W. F. Remppis assumed sole control of the Reading Standard Cycle Mfg. Co. the old concern has been given practically a fresh lease of life, the business being pushed with an aggressiveness that cannot well fail of effect. With a line of bicycles ranging from \$50 to \$25, and a side proposition in addition there are many reasons why the corps of Reading Standard agents should be considerably augmented during the current season.

Persons's Newest Saddle.

Recognizing the demand that exists for a strong, light saddle, with four instead of the customary two wires, the Persons Mfg. Co., Worcester, Mass., are marketing their Speedwell model. A striking feature is the



clamp which, by the tightening of a single screw, binds the four wires and the saddle post securely. Clamps for %rinch and %-inch saddle posts are furnished.

The saddle weighs but 19 ounces, and is marked by the usual Persons features, such as unstretchable leather, taking design, etc.

The Week's Patents.

720,278. Propelling Gear for Cycles. Downes E. Norton, Hampton Hill, England. Filed Sept. 2, 1902. Serial No. 121,915. (No model.)

Claim.—1. The combination, with a propelling or driving wheel, of a combined spring pulley and driving clutch operatively connected with the said wheel, a flexible driving connection for revolving the said pulley and wheel, a support pivoted at its lower end, a seat secured to the upper end of the said support, and stops for limiting the oscillations of the said support and seat, substantially as set forth.

720,442. Sprocket Wheel. Charles C. Keyser, Newport News, Va. Filed Oct. 15, 1902. Serial No. 127,375. (No model.)

Claim.—1. A sprocket wheel, comprising an inner ring and an outer ring, arms connecting the two rings, a toothed member mounted to move on the outer ring and having perforated legs, a ring extended through the said legs and clamped to the said arms, springs surrounding the ring and engaging with the said legs and arms, and bearing balls between the outer ring and the toothed member.

"How to Drive a Motocycle." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York.

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Climb Some Hills Some Times

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INDIAN

Climbs all Hills At all Times,

and as the Bicycling World said last week: "A motor bicycle simply must climb hills—all hills—if its future is to be assured. There are no 'ifs' or 'buts' about it."

And the Indian is not heavy, bulky or clumsy, either. The Indian's future is assured.

Order now and avoid the rush

Catalog on request.

We have the other kind of bicycles too—at

\$25, \$30, \$40, \$50.

HENDEE MFG. CO.

SPRINGFIELD, mass.

DEALERS TO BLAME

Installment Trouble Not all Due to the System—One Interesting Instance.

"Instalment sales? Huh! There are good ones and bad ones, and my experience has been that the latter are due to the 'easiness' of the dealer nine times out of ten. There's no use trying to put all the blame on the system itself," growled the ex-dealer, after each member of the party had delivered his 'knock."

"How do I know? By bitter experience, than which no better teacher can be found. I ought to know, too. I have had as much as \$4,000 a month paid me on instalment sales in amounts of \$5 and \$10 a month, and if I had looked after the business properly I would have something to show for it now. But it wasn't taken care of, and the result was a big annual loss, and the whole winter devoted to drumming up delinquents.

"Just to give you an idea of the loose way we handled it I'll tell you of one of our sales. We had a customer, a paperhanger, who made good wages and whose practice it was to buy a new machine from us every spring. We would take his old wheel in trade, and the money difference would be paid us in instalments of \$10 a month.

"One night this man came in and brought a friend who was looking for a machine. He selected a Rambler, which was the make our customer used, and everything went all right until it came to the matter of payments. Then came a hitch. He could only pay \$25 down, and as the machine listed at \$125 it was too little. A talk with the first rider, however, led to our making the sale. He assured us that the new customer was all right; that he had decided upon getting a wheel rather suddenly, and consequently had not much money saved. But he made good wages, and was fully able to pay \$15 a month. So we fixed the agreement up in this way and let the machine go out.

"A month later the first payment became due and was promptly met. After that we became so busy that the instalments were not looked after as closely as they should have been, and it was not until the second payment was nearly a month overdue that I learned it had not been paid. A few more days went hy before I could look the matter up, and then came the shock. The man had left town, taking the machine with him, and no one had the slightest idea where he had gone!

"Imagine my feelings! A wheel that listed at \$125, and cost me nearly \$90, gone and only \$40 paid on it! I felt like tearing my hair. With blood in my eyes I hunted up our customer—the one on whose recommendation we had sold the machine. What had he to say about it?

Nothing much, except that he was sur-

prised at the man's conduct. It appears that the two worked together, but that the absconder—Preston was his name—was a journeyman paperhanger who had drifted in town only a few months before and been taken on to help out in the spring rush. Where he came from or when he went no one had the slightest idea. 'Why hadn't I been told this before?' I asked. There was no string to the recommendation given. I had supposed that his antecedents were known and that the man lived in the town. But, pshaw! What was the use of talking?' The man was gone, and my wheel, too.

"Now, don't suppose I imagined that my skirts were clear in the matter. I knew they were not, and that was what made me so mad. Why hadn't I looked into the matter? Good merchants did not part with \$125 articles unless on something more tangible than I had. In short, I was an accessory to the crime.

"The affair had rather an odd ending. One day a young fellow whom I knew brought a Rambler in for repair. He had been talking of buying a machine of me, and naturally I wondered where he got this one. I don't know what made it occur to me, but I examined the number on the head stamping, and then went directly to my hooks and locked up the number of the Preston Rambler. They were the same!

"Well, to cut a long story short, the young man's father had hought it for him from a pawnbroker. Evidently Preston had 'hocked' the machine and then skipped out. The pawnbroker got it cheap and sold it for a slight advance

"I saw my lawyer about it to learn whether I could keep possession of my own property. He was rather non-committal. He said that the man who bought it from the pawn-broker could bring suit against me, while I could bring suit against the pawnbroker, as well as Preston, if I could find him. I confess I was so disgusted with the whole affair that I was glad to compromise with the father. He wanted another machine, and in consideration of his huying it from me I agreed to do nothing about the Preston machine."

When Forks are Bent.

A machine with the forks or fork stem bent rearwardly presents a bad appearance, but it is not necessarily dangerous. The bend has almost certainly been caused by running into something, and unless there is a fracture of the metal somewhere the machine may be quite safe to ride. But when the hend is the other way—the front wheel extending forward—it is quite another story. It is almost certain that the work has developed a weakness, and the chances are that it will get steadily worse and finally break. A little attention given to the matter in time will often save an ugly fall.

"How to Drive a Motocycle." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York.

N.C.A. DISPENSES JUSTICE

First of the New Year's Suspensions and Reinstatements Announced.

On Friday last the Board of Control of the N. C. A. issued a bulletin of unusuo' interest, reading as follows:

These riders have been reinstated to the amateur class: Thomas E. Tarment, Foxboro, Mass.; Victor Hesse, Jr., Newark, N. J.; W. H. Owen, New York City.

For non-payment of 1902 registration fees these riders have been fined \$5 and suspended until fees are paid: Howard B. Freeman, Harry Starkie, Austin Crooks, F. P. Kent, Oscar Julius, Dan Daley, J. Berwyn, J. Conlin.

F. B. Kent has been suspended pending settlement of claims in connection with a race meet conducted at Middletown, Conn., August 23, 1902.

For knowingly competing in three meets with a suspended N. C. A. rider in Australia, Hugh McLean is fined \$30, to remain suspended until same is paid.

Frank Waller has been placed on the suspended list until specified claims lodged against him have been settled. The Australasian Cycling Council will be notified of this action, Waller now being in Australia.

For conduct detrimental to the sport Saxon Williams has been suspended from all competition.

In the cases of the riders reinstated it was explained by Chairman Batchelder that they were all men who had appeared only a few times as professionals and then not under the N. C. A., but before it had control of racing. The N. C. A. does not reinstate to amateur standing any men professionalized by it. In the majority of cases the men who seek reinstatement do not want to ride in competition any more, but want their standing restored because professionalism bars them from certain clubs and other sports. This is true in the case of "Wally" Owen, who is now in the automobile business. He rode only a few times as a professional pacemaker and appeared only once as a professional in a handicap race. He is through with cycle racing and has been seeking reinstatement for several years.

It is only the expected that has happened in the suspension of Hugh McLean, who went to Australia with his brother Alec, and rode with him there while the latter was under suspension. The Australasian Council subsequently barred them both.

In the case of "Dutch" Waller, it is alleged that certain trainers' fees and other bills incidental to his racing expenses have been neglected. Saxon Williams is under ban for similar reasons. It is charged that he went to Ottawa, Canada, on a circuit meet, and when he left forgot to pay his hotel bill,

Colver's Racing Loop-the-Loop.

Charles R. Culver, of Springfield, Mass., is having constructed in Springfield workshops parts for a big bicycle track to be used on the stage, which, if it proves to be the promised success, will be a sensational attraction. His designs call for a double "loop the loop," on which two bicycle riders may race over and over again.

The machine is in the shape of two gigantic barrel hoops standing on end. Around the inside of these loops bicycle riders will be able to pedat, if the peculiar service which is the principal feature of the scheme proves successful. As nothing of the sort has ever been built on even a small scale there can be no assurance that the scheme will be successful. On the other hand, practical mechanics who have studied the designs have expressed opinions that the method is practicable, and it is on their judgment that the idea has been developed to the extent of actual construction.

Parts of the apparatus are being built at several Springfield factories, and special bicycles, of chainless style, but unusually strong and heavy, have just been linished in Hartford. Within a few weeks all the parts will be assembled and the idea tested.

While there is a chance that the scheme will not be a success, there is reason to believe that loop the loop racing will be as successful as the present gravity, single loop the loop riding, and no more dangerous.

Mr. Culver has denied the report to the effect that he is slated for the management of the Providence racetrack. He managed the Charles River track last season, and has had many offers for this season, but thus far he has accepted none.

Through Sleeping Car Line to Grand Rapids, Mich.

A Pullman Sleeping Car of latest construction is now attached to New York Central train leaving Grand Central Station at 4:00 p. m., daily, running through over the Michigan Central, arriving at Grand Rapids at 12:55 p. m., next day, connecting in Union Station for all points in Western Michigan. For information and sleeping car reservateservations inquire of New York Central Agents.

The Week's Exports.

Argentine Republic—3 cases bicycles, \$80. Antwerp—12 cases bicycle material, \$870. British West Indies—4 cases bicycles and material, \$80.

British Australia—18 cases bicycles and material, \$602.

British East Indies—84 cases bicycles and material, \$1,448.

Cuba-1 case bicycle material, \$33.

Chili-15 cases bicycles and material, \$300; 7 cases velocipedes, \$41.

Copenhagen—73 cases bicycle material, \$4,177; 199 cases bicycles, \$2,970.

Gothenberg—12 cases bicycles and material, \$460.

Genoa-36 cases bicycle material, \$1,585.

Hamburg—14 cases bicycles, \$405; 37 cases bicycle material, \$1,462.

Havre—22 cases bicycles, \$335; 18 cases bicycle material, \$1,462.

Liverpool—47 cases bicycles, \$560; 3 cases bicycle material, \$140.

London—1 case bicycles, \$20; 33 cases bicycle material, \$2,192.

Littlehampton—16 cases bicycle material,

Moscow-1 case bicycles, \$326.

Peru—1 case bicycles and material, \$45; 1 case velocipedes, \$20.

Rotterdam—1 case bicycles, \$15; 13 cases bicycle material, \$475.

St. Petersburg—12 cases bicycle material, \$300.

Southampton—49 cases bicycles and material, \$3,883.

Uruguay—13 cases bicycles and material, \$616; 3 cases velocipedes, \$40.

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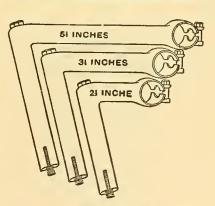
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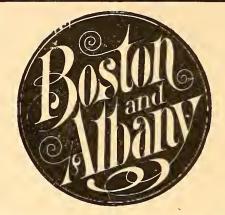
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If you ride or sell, or intend to ride or sell motor bicycles

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Every page teaches a lesson. Every illustration

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The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVI.

New York, U. S. A., Thursday, February 26, 1903.

No. 22

TRADE IN NORTHWEST

Healthy Conditions and Active Demand Shown by Sales of St. Paul's Jobbers.

Few men are better positioned to speak of eycling conditions and prospects in the great Northwest than Arthur J. Holmes, of St. Paul. As the manager of the cycle department of that great jobbing house, Farwell, Ozmun & Kirk, of that city, he gets around and has facilities for keeping his hand accurately on the trade pulse. It is significant that Mr. Holmes is full of undiminished faith and sees no clouds on the horizon. That his faith is amply justified he made plain to a Bicycling World man in Chicago last week.

"Unless they are deceiving themselves with exalted ideas or with visions of the dead past," he said, "I can see no cause why any reasonable and energetic man or firm should find fault with the business or its future. Certainly we of the Northwest have had our full share of evils to contend withoverproduction, mail order bicycles, job lots, cheap tires and the likes-but so far as our house is concerned we have combatted them successfully and have no fault to find. We pinned our faith to standard bicycles and good goods generally, and there was never a year when such goods promised better. Our first order was for 2,500 bicycles, and practically all of them have already been taken by our agents, and our second order is being made up. That the trade has wearied of cheap and doubtful stuff is evidenced not only by this large advance sale, but by the specifications that have accompanied it. The demand has been almost wholly for the best grade tires, Morgan & Wright and G. & J. double tubes outside of St. Paul and Minneapolis, and single tubes within those cities. We actually have not sold 150 pairs of unguaranteed tires."

The interest in and demand for motor bicycles, Mr. Holmes said, is increasing, and had been sufficiently manifested to induce Farwell, Ozmun & Kirk to take on the agency for the Indian.

It is only fair to add that Mr. Holmes is a cyclist at heart and in deed. Long service and use of the bicycle—he wears a medal won twenty years ago in a fifty-mile race on England's famous Ripley road—have in no wise diminished his ardor and interest.

Some Symptoms of Shortage.

Fears are being very seriously entertained that there will be a shortage in certain lines of bicycles before the season is much older. There seems to be some warrant for the apprehension, as the complaint by manufacturers that they cannot get parts is general. At the Columbia factory, in Hartford, the shipments of all the new models have been delayed because of the trouble in getting material for manufacture. It became known this week that one maker of a part quite generally used is as much as 65,000 pieces behind his orders, owing to the scarcity of steel

Sudden Death of Syracuse Jobber.

H. R. Olmsted, senior member of the firm of H. R. Olmsted & Son, Syracuse, N. Y., died suddenly on Wednesday last, of heart failure. He was sitting in a chair at home in the evening when stricken, and died almost instantly. The Olmsted firm dealt largely in wholesale saddlery and hardware, and was one of the largest in the city. It was one of the earliest hardware concerns to take up bicycles

Establishing Morrow Repair Depots.

The Eclipse Machine Co. is effecting an arrangement whereby one dealer in each town will carry in stock a full complement of Morrow coaster brake parts. A beginning has been made by appointing Alex. Schwalbach, of No. 473 Flatbush avenue, to look after the Brooklyn district. The policy is adopted with the view of avoiding the necessity of sending to the factory at Elmira when repairs and replacements are necessary.

Dick Welles Will Wed.

After illuminating the ways of many thousands, R. H. Welles, the man who made the Solar gas lamp famous, has finally decided to light up his own-life; in other words, "Dick" Welles is going to get married. The bride-to-be is a Miss Ives, a Chicago lady.

Incorporated in Texas.

Reaumont, Tex.—Beaumout Cycle & Automobile Co., with \$10,000 capital, Corporators—F. L. Rollins, H. C. Ford and J. S. Rollins,

THE TIME BOOK TOLD

Decided Fight for Coaster-Brake Against New Departure Co.—Interesting Evidence.

Washington, Feb. 23.—The testimony in the three cornered interference case, involving the coaster brake patents of William Robinson, H. F. Townsend and J. S. Copeland, which after a three years' fight was, as already reported in the Bicycling World, decided in favor of Copeland, was uncommonly interesting, and shows the pegs upon which inventors hang their dates and hope.

Robinson was bowled out without much trouble, but Copeland, whose patent is really the property of the American Bicycle Co., and Townsend, who had assigned his rights to the New Departure Bell Co., hauled and counterhauled in a fashion that gave the Patent Office much to think about and to decide. The decision as rendered by C. F. Fitts, examiner of interferences, was in the nature of a signal victory for Jenkins & Baker, of Hartford, the A. B. C. attorneys, and is as follows:

"Neither Robinson's exhibit original sketch or the early blue prints introduced by him, either separately or together, show conception of the issues of the interference, and the oral testimony on his behalf is insufficient to supply any deficiency which may occur in the showing made by his exhibits. The earliest date of conception which can be given to Robinson is August 16, 1899, at which time he made a drawing clearly disclosing the issue, but this date does not overcome the record date of either Townsend or Copelaud. If, however, it were held that Robinson had shown conception in 1897, still he could not prevail for lack of dilicence.

"Townsend in his prelimitary statement alleges conception, drawings and disclosure of the invention in issue on or about January 20, 1897, and reduction to practice by the construction and operation of a full sized device immediately after the third of March, 1897.

"In support of these allegations Townsend

has introduced certain devices in evidence as 'Townsend's Exhibit Model' and 'Townsend Exhibit A,' with the testimony of witnesses tending to establish the fact that these devices were made in the spring of 1897, and that Exhibit A was embodied in a bicycle and used in the latter part of April

of that year.

'An examination of these exhibits show that they do not contain the invention covered by the issue of this interference. Townsend's Exhibit Model and Townsend's Exhibit A show a coaster and brake mechanism as applied to the crank hanger of a bicycle. Townsend admits on the record that certain elements of the issue are not found in these exhibits. (Townsend, X-Q. 124b, 124c, 124d and 125.) It is, in fact, obvious that the devices shown in these exhibits does not satisfy the terms of the issue, and it must be held that they do not show a conception of the invention now in contro-

"Townsend does not claim any earlier date of conception of the coaster and brake as applied to the rear hub of a bicycle until Labor Day, 1897. He says, in regard to this conception (Answers to Qs. 40, 41 and 42):

"'I first conceived the idea of embodying my invention in the rear hub of a bicycle on Labor Day, 1897, which I see from the calendar of 1897 was Monday, the 6th day

of September.'

"I am enabled to fix the date which I have given in my last answer by distinct recollection of talking my idea over with a friend of mine while returning from a bicycle race in Waterbury, Connecticut, held on that day.'

"The name of the friend I mentioned was Mr. B. H. Goodwin, of Bristol, Conn.'

"In addition to the disclosure to Goodwin, Townsend testified that he disclosed the invention to A. F. Rockwell, general manager of the New Departure Bell Company, immediately after his conception (Townsend, Q. 55), and to Elmer E. Neal, later in the year 1897 (Townsend, Q. 43).

"The nature of disclosure is shown in

Townsend's answer to X-Q. 197:

"I told Mr. Goodwin that certain parts of my ideas as embodied in "Townsend's Exhibit Model" and "Townsend's Exhibit A" might be easily embodied in a rear bicycle hub without any material changes in the parts except such as were necessary to connect the spokes to the mechanism, and to allow the use of a stationary axle as ordinarily used in a bicycle hub. I further explained to him by sketches my ideas.

Goodwin, testifying as to this disclosure,

says in answer to X-Q. 66:

"He explained the mechanical working of this invention, but I was not familiar enough with mechanical devices to understand entirely how he was to get the desired results.

Rockwell, speaking of the disclosure to him in September, says: 'Mr. Townsend showed to myself a drawing of the construction shown in Townsend's Exhibit A as applied to rear hub of a bicycle."

"In answer to Question 23, Rockwell says:
"Mr. Townsend had talked the idea quite generally of applying the crank hanger construction as shown in "Townsend's Exhibit Model" and "Townsend's Exhibit A" to the rear hub of a bicycle between the period from the time of completing "Townsend's Exhibit A" up to the time that he showed to me the drawing of this application to the rear hub, the time of showing this drawing being early in September of '97."

"This drawing is not in evidence, but Rockwell says, that "The construction of the hub as outlined in this drawing and explained by him was perfectly plain to me.'

(Q. 24.)
"Neal entered the employ of the New De-

parture Company, November 1, 1897. He testifies that early in the month of November Townsend called at the office, where he was at work on a Sunday morning, and that:

"'During a conversation about general things he mentioned the fact that he had invented and constructed a coaster brake arrangement to be applied to the crank banger of a bicycle. He also went to the vault and brought out a brass model, which he showed and fully explained in detail, also stating that he was then engaged on the same arrangement to be applied to the rear

hub of a bicycle,' (Q. 7.)
"It is upon testimony outlined as above that Townsend relies to establish his conception prior to the date when Exhibit B was made-for it is admitted that this was the first device made by him which showed a coaster and brake as applied to the rear hub of a bicycle. It is evident that upon this testimony Townsend cannot be given a date of conception of the subject matter in issue. Neither Goodwin nor Rockwell nor Neal testify to a disclosure of the means whereby Townsend was to obtain the result sought for, namely, the changing of the coaster and brake from the crank hanger to the rear hub. The most that can be gathered from their statements is that Townsend disclosed to them the result. Goodwin admits that 'he understood the construction a very little.' When Townsend explained his invention to Neal in November, 1897, 'he stated that he was then engaged in the same arrangement to be applied to the rear hub of a bicycle, the arrangement being that of Townsend's Exhibit Model.'

"Neal says:

"'I remember that he stated that it was only necessary to fasten the sprocket onto a piece which would in reality take the place of a revolving shaft used in the crank hanger construction. That is all I remember of the detail.' (X-Q. 88.)
,"None of the sketches or drawings which

Townsend used in making the disclosure to these witnesses are in evidence, nor are the witnesses able to state what construction was shown to them. The most that can be said of Neal's testimony is that it shows that Townsend in November, 1897, thought that it would be possible to change the coaster and brake of his Exhibit Model and Exhibit A, to the rear hub of a bicycle.

'As to Exhibit B, Townsend's testimony is to the effect that he made this device in the pattern room of the New Departure Bell Company, at Bristol, Conn., in the months of November and December, 1897 (Q. 38); that after completing it, in December, he was called upon by the New Departure Bell Company to develop some new goods which the business demanded. About the 1st of February, 1898, he was taken sick and un-able to be at the factory for a period of at least three weeks. For these reasons he was unable to put the hub in a bicycle until the first part of March, when he put it in a bicycle and took it out on the public highway and tested it (Q. 47). It seems that Townsend fixes these dates purely from memory. In answer to Question 44, he says he 'took a trip which occupied him until about the middle of October, 1897, and it was after his return from this trip that he began to work upon a model. (Q. 45.) had not, however, commenced making Exhibit B when he disclosed his ideas to Neal in the first part of November, 1897. X.Q. 195)

"Rockwell, also speaking wholly from memory, says of Exhibit B:

"This hub I believe to have been com-

pleted during the month of November, but certainly before January 1, '98.' (Q. 8, Rockwell.)

"Rockwell does not state definitely when

he first saw Exhibit B completed. He does say that he witnessed the shop tests of it in December, 1897, but it does not appear that it was complete at this time, or that these tests were made under conditions of actual use.

He also states that he witnessed the test of a bicycle embodying Exhibit B in February or March, 1898, fixing this date by general knowledge that the test was early in the year; through the fact that the day was very raw and chilly and the roads were in exceedingly bad condition on account, as I recollect, of the frost leaving the

ground.' Q. 33.)

"Neal fixes the date of this test as the middle or latter part of March, 1898, by reason of the fact that Townsend was sick soon after the 21st of February, 1898, and it was after his return from his sickness that the

test was made. (Q. 23, X-Q. 96.)

"Goodwin says he saw Exhibit B about a month after Townsend first described the invention to him, or about October 8, 1897. (Q. 21.) Upon cross-examination he is sure it could not have been as much as two months. After the disclosures, Goodwin also states that he saw the device in a wheel, and rode a bicycle containing it, in the latter part of February or first of March, 1898, (Q. 24), fixing this time by an interview with a bicycle agent at the Gridley House, in Bristol. (Q. 24.) He has, how-ever, no record to show the date of the interview, but speaks from memory only. (X-Qs. 36-37-38.)

"Goodwin also says he saw the bicycle with the coaster hub built into it after Townsend was sick. This was, he says, in February, 1898. (Goodwin, X-Qs. 166-167.)

From this testimony the date of the completion of Exhibit B cannot be clearly established. Nothing but the unaided memory of the witnesses is relied upon, and there is considerable disagreement among them as to this date. Goodwin says it was completed by November 7, 1897; Rockwell, by January 1, 1898; while Neal did not see it until the latter part of February, 1898.

As to the test of Exhibit B, the witnesses agree that it was early in the year 1898, in February or March, but it is to be observed that they have no way of fixing this date except by memory. Rockwell relies upon his memory of the weather, and upon 'the aid of some events of later date.' What these events were does not appear. Goodwin remembers it by the visit of a bicycle agent to the Gridley House, and Neal because it was after the time when a change was made in our cyclometer construction.' (X-Q. 96, Neal) All the witnesses agree, however, that this test occurred after Townsend's return from his sickness. The date of Townsend's sick-ness, therefore, appears to be material in the determination of the date of the test of Exhibit B.

Townsend himself cannot fix any definite date for this sickness, but he says that it was some time in February, 1898. Neal says it was some time after the 21st of February. (Neal, Qs. 21-23.) Goodwin says it was in February. The time records of the New Departure Bell Company, which are copied in the record, show that Townsend was at work almost continuously from November 1, 1897, when it is alleged that work on Exhibit B was commenced, up to and including May 11, 1898. He was not absent, according to these records, for more than two consecutive days during this entire period. From May 12 to June 5, inclusive, so far as these records show, he was absent. If, therefore, he was sick and unable to be at the factory at any time between November 1, 1897, and June 6, 1898, it could not have been in February, or March, but must have been in May and Jnne. The test of Ex-

(Continued on page 648

NOTABLES WHO RIDE

Facts and Names Proving That Wealth and Fashion Have not Abandoned Bicycles.

There is an impression held by a number of persons, especially those who live in the big cities, that none of the wealthy or fashionable people ride bicycles any more; that they have given it up entirely, and that messenger boys and mechanics are about the only ones who ride now.

Even with regard to the big cities this is immensely wrong. The fad that the fashionable set made of the bicycle for a while is a thing of the past. That class of people have ceased to form clubs, organize runs and parades. They have not put the bicycle aside totally, however. Far from it; they ride more than the working classes do. They use the bicycle constantly in going to and from the golf links, and the men and women go out for pleasure trips on them as regularly as they go out on horseback. There is this difference, thoughthey do not ride in the city as a rule. The bicycle is used at the country places of the wealthy to an extent that would surprise any one who judges from what they see in the city.

At George Gould's place at Lakewood, N. J., there are more than a dozen bicycles stored in the barns and kept in condition for instant use, the same as are the horses and automobiles. Each member of the family has a couple of cycles, and extra ones are kept for the use of guests. They are used for pleasure trips, for regular exercise and for convenience in running about.

Frank J. Gould is a regular rider, winter aud summer, and so is Edwin Gould, who is now at Palm Beach, Fla., where he has ordered a new two speed wheel to be sent to him,

Colonel John Jacob Astor is a bicyclist as faithful to the machine and as hardy a rider as many of the members of the Century Road Club. He frequently rides his bicycle from New York to his summer place at Rhinecliff-on-the-Hudson, a distance of seventy-five miles.

Mayor Seth Low of New York, Captain S. T. Porter, Gustav Schwab, Dr. Graeme M. Hammond, Dr. Brooks H. Wells, John R. Roosevelt and R. B. Roosevelt, cousins of the President, are all riders who have not given it up, and go out often when the weather permits. R. B. Roosevelt is an enthusiast, and President Roosevelt was a frequent rider before his official duties encroached so much upon his time. Mayor Low never fails to take his bicycle with him when he goes away on a summer vacation.

Neither golf nor the automobile has caused the value of the bicycle to be forgotten by those seeking health and pleasure. Least of all have those who have leisure and means forgotten it. Their imitators, who

filled the roads during the fad days, are the ones who have dropped out. President A. R. Shattuck of the Automobile Club of America rides his bicycle regularly for the benefit of the exercise, as do scores of other prominent automobilists.

Some of the best known among New York society people have always kept up their wheeling, and so have many prominent business men. Members of the famous "Meadow Brook set" use their bicycles regularly on the roads of Long Island about Hempstead. Among others who may be mentioned as still using the bicycle, some of them being persons who move in the highest circles of society, are Miss A. D. Weeks, Joseph T. Low, William Minturn, C. S. Smith, James Stillman, R. Horace Gallatin, John R. Tillinghast, Richard M. Colgate, John E. Cowdin, E. L. Rogers, Fred G. Bourne, E. E. Bartlett, William Peet, C. E. Cuunningham, Thomas C. Stratton, Mrs. Munson Raymond ("Annie Louise Cary"), Charles A. Whitney, Miss L. Veltin, Winthrop Rutherford, Henry White, secretary of the American Embassy at London; Louis H. Orr and Albert H. Curtis.

Andrew J. Onderdonk, the Wall Street operator and contracting engineer, who wrote his check for a million dollars, when he put in his bid for the contract for the New York subway, is a confirmed bicyclist as well as an automobilist and yachtsman. Mrs. Onderdonk rides with her husband and when they go on a yachting cruise their bicycles are always carried on the boat, so that spins on shore may be taken at places where they stop.

Miss Julia W. Latimer, the wealthiest woman in Brooklyn Borough, is a regular cyclist. P. L. Le Brun, the architect of the Metropolitan Life Insurance Building, is an enthusiast who makes frequent touring trips awheel.

Supreme Court Justice Josiah T. Marean is another who preserves his love for the wheel.

Who Stole the Ribbon?

Somewhere in the country there is some one in possession of a blue ribbon that does not belong to him, and that affords the possessor an opportunity of literally sailing under false colors. The intrinsic value of the ribbon is not great; it is what it stands for that gives it value. It was one of those awarded for non-stop performances in the New York Motor Cycle Club's fifty mile gasolene consumption test in August of last year, and the fact is inscribed on the ribbon in letters of gold.

There are but seven of these ribbons in existence, and one of them—the missing one—was attached to an Orient motor bicycle that was on exhibition at the recent automobile show in Madison Square Garden, this city. While there it mysteriously disappeared, and, all efforts to find it or trace it having failed, the question, Who stole the ribbon? is of interest in certain circles,

Of the seven ribbons awarded, four were won by Orients, two by Columbias and one by an Auto-Bi, and, displayed or claimed by any others, the ribbon stands for fraud.

HER PICTURE: THE STORY

How and why and Indian Maiden's Portrait Came to be Used by a Tire Factory.

"The Great Granddaughter of Chief Ko-komo" is the title of one of the handsomest colored lithographs that has seen the light in some time. It is issued by the Kokomo Rubber Co., and the picture is an almost life size presentment of an uncommonly handsome young woman, whom only the knowing would recognize as an Indian maiden. The original of the picture is, however, a genuine descendent of Chief Kokomo, and it was only after considerable persuasion that she permitted the Kokomo Rubber Co. to make use of her portrait. The story leading up to it is quite interesting.

"This particular locality was held as a reserve by the Miami Indians a long while after most of the other parts of the State was occupied by white settlers, and there are a few old people living here now who remember when the Miamis were removed by the government to the Indian Territory," say the Kokomo people in telling the story.

"Chief Kokomo, for whom this city was named, was taken to the Indian Territory along with the remainder of his tribe, but was dissatisfied with his new home and wandered off with his family to the Northwest and soon after died there. His great-granddaughter, whose picture we used, was born in Wyoming Territory, and now lives there. She is an enthusiastic bicyclist; and, happening to get hold of a pair of our Defender Specials, and obtaining such good service from them, she wrote us, seeing the name on the tires and knowing that her ancestors had come from Indiana. Her letter explained her ancestry and requested us to change the name of our Defender Special tire to the name 'Chief Kokomo,' in memory of her great-grandfather. But as our tire was so well and favorably known by the name 'Defender Special,' we concluded that we could not afford to make the change, however much we would like to gratify her, and so advised her.

"Through some of her distant relatives who wandered back to these parts from the Far West we secured her picture, and afterward secured her consent that we might use it as an advertisement. While her photograph does not seem to indicate much Indian blood, we believe without a doubt that she is the great-granddaughter of old Chief Kokomo. We understand that she is about to marry a lieutenant of the United States Army."

What one Dealer has done.

At least one clever cycle dealer has realized the opportunity afforded by the twenty-fifth anniversary number of the Bicycling World. He has ordered a number of copies, which he purposes sending to his old customers with his compliments. He figures that, reaching them on the eve of the active riding season, it will do much to stimulate or rearouse the cycling interest and enthusiasm of practically all the households to which copies will be sent.

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DETRIOT



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NEW YORK, FEBRUARY 26, 1903.

What the Names Signify.

The story on another page of this issue concerning the persons of wealth and fashion and the prosperous business men who are yet riding, shows conclusively how misleading is the talk about every one of consequence having dropped cycling, and yet this is but a tithe of the evidence on this subject that might be gathered and presented. The names given are simply those of some New Yorkers gleaned from one man who has a wide ac maintance, but who does not know all of these in the social swim. If time permitted several lists still longer and more impressive might be obtained.

This relates only to New York, but what is true in that city also holds in others. While the fuss of faddism is no longer to be noticed, and while the great horde of those who follow in the wake of every social craze have abandoned the hicycle, the most sensible element in the world of wealth and leisure have never ceased to recognize

the bicycle as the greatest medium for outdoor exercise ever known,

Those among social and financial leaders who are the substantial part of the world of fashion, who give to it the qualities of brain and brawn, have been faithful to the king of outdoor exercisers. The Roosevelts and Astors are a sort more worthy of emulation than mere cotillon leaders, and it is good to know that this sort are setting a high example in their loyalty to cycling.

About the Roller Chain.

An increased use of roller chains has been predicted for several years. Logical reasons for this are not difficult to find, and yet the movement lags, making just enough progress to keep alive the belief that it will eventually amount to something.

The principal ground for faith in the roller chain is found in the great improvement that has taken place in it since it had its great vogue, more than a decade ago. That improvement applies to both its design and construction. The shortcomings that were so noticeable in its earlier form—the noise, the lack of durability, the excessive weight—have disappeared, and to-day the chain is so eminently satisfactory that only some cause equally potent could avail to keep it in the background.

That cause is to be found in the corresponding improvement that has taken place in the block type of chain.

It, too, has been brought to a high state of efficiency. It is to-day a mechanical marvel, light, strong and durable, serving its purpose as a power transmitting device in a manner that could not well be improved upon. To this is due its tenacious hold on public favor, and its ability to forestall the roller type and keep it in the background.

It is possible that the roller chain will have its inning on the motor bicycle. On antomobiles it has the field to itself. There its excess weight is not a drawback, and its greater factor of safety and ability to work almost as well when clogged with mud or dust as when clean weighs heavily in its favor.

The same considerations where motor bicycles are concerned may avail to bring it into general use.

How Ignorance Hurts.

Although the Remington Arms Co. ceased the manufacture of bicycles two years or more ago, and for an even longer period had ceased to be a factor in the cycle trade, the fact that it recently cleaned up and disposed of some dust covered odds and

ends was wired all over the country, and, it now appears, was even cabled to the press of Europe.

The result has been a fresh crop of the familiar editorials and headlines on "The Passing of the Bicycle," "The Decline of Cycling," in the home papers, and of commiscrations in the foreign one's, the action cycle manufacture; the prominence of the concern in other departments gave to its "house cleaning" a importance which is did not deserve,

It is a fair example of the ignorance existing regarding the cycle trade and of the manner in which the cycling interests are injured and retarded by uninformed writers.

The far more agreeable and helpful fact that there were made and sold last year more than half a million bicycles, probably double the number of all other forms of horsed or horseless road vehicles combined, is seldom if ever remarked. It is time the fact was more generally known,

Cads.

Our correspondent, Mr. H. R. Perkins, makes no point in his remark that if cyclists and cycling organizations are no longer prominent in the movement for road-improvement and in other such affairs of general concern there are cyclists who have become automobilists who are carrying on the good work.

Automobilists are not cyclists, and cyclists are not automobilists. It is not what men or organizations were, it is what they are to-day and what they are doing to-day that counts.

Mr. Perkins's communication is chiefly remarkable for its lack of logic in this regard and for the spirit of conscious or unconscious caddishness which it breathes, and. which is observable in many of those who once rode or sold bicycles and who now have to do with automobiles. Why the use or sale of the latter should place men on "a higher plane" is not clear to the thinking man; that they cost more, or have four wheels instead of two, or that they are used by a few score millionaires or "society" people is merely a circumstance; it does not place the vehicle or those who use it above their fellows, and nothing on God's green earth is at once more amusing and more pitiable than the misguided ex-cyclists and ex-cycling salesmen and dealers who have drifted by chance into automobiling, and having done so, now affect an accent or air of superiority that they fancy conforms with their "higher plane." Mr. Perking breathes a regard for

cycling that is as lacking in most of these fellows that perhaps removes him from their class, which is, however, nothing more nor less than the class of cads and cheap pretentiousness.

There probably are many more millionaires and society folk still using bicycles than use automobiles, but just now it is merely the newspaper fashion to herald the one and say nothing of the other. But man's means of conveyance does not fix his station in life, and it is safe to say it never will.

The Decline of Cheapness.

Two highly significant facts marked the 1902 season, and are already in evidence this year, viz., the decline of the very cheap bicycle and the greater demand for the very high priced one.

The time has gone by when any intelligent tradesman will decry cheap machines. For the matter of that, judged by former standards, all bicycles to-day are cheap. The majority of sales are made, and will always continue to be made, at prices that even now must be classed as cheap. The average buyer will not give as much as \$50 even, and no maker can afford to leave him out of the calculation. On the other hand, the average buyer has long since ceased to buy entirely on price. We may even go further and say that no very considerable number of huyers now regard price alone when making their selections. The man who can put, or is willing to put, but a certain sum, and that a ridiculously small one, into a bicycle will always hunt for hargains. For him the "dirt cheap" bicycle will always be made. But the number of such buyers has shrunk wofully and continues to shrink as the years go by.

The rider who has a strong desire for a coaster brake machine, but contents himself with one having a fixed gear because it costs \$5 less, is far from being the most desirable class of customer. The same is true of his fellow who choses a machine he does not want solely because he is not willing to pay the price asked for the one that pleases him most.

The time will probably never come again when the majority of riders will buy regardless of price. That is done only when enthusiasm runs high and obstacles exist merely to be overcome. The novelty has passed from cycling, more's the pity, and even the most ardent cyclists drive hard bargains; but they usually get what they desire if they do have to pay a little more for it.

Lang Pleads for Mud Guards.

"Now that there is a strong demand for more comfort and luxury in cycling it is perhaps not out of place to call attention to a fitting which was discarded when the scorching fad and craze for light weights developed.

"For several years I have always had a desire to equip my machines with mud guards, but was always afraid the 'boys' would laugh at me and hold me up to ridicule. Last fall, however, having had occasion to order a new mount, I took courage and ordered full guards to both wheels. After a month's wait came a most pleasant surprise. I soon found that I could run over wet streets and pavements at a fairly good clip without any inconvenience and without getting myself or the machine bespattered. What was most surprising, however, was that the machine was not an object of curiosity. Indeed, the rule was that the idea was rather admired, and some even thought the guards improved the appearance of the bicycle.

"What can be the objection to guards on a machine anyway? Wooden guards weigh so little that any objection on this ground is insignificant. I ride solely for pleasure, and almost entirely on country roads, where there is seldom mud, but I take great pride in the appearance of my wheel, always cleaning the same thoroughly after each run. I find after using guards that my work of cleaning is reduced about two-thirds. I seldom have to wash the machine with a sponge. All that is now required is a duster and cloth. I no longer have to slow down for wet places, and have little discomfort, so long as the mud does not clog the forks. I now regret that I ever had a bicycle without mud guards. Many quit cycling because of the fact that on wet streets the wheels threw so much dirt that clothes soon were spoiled; also it was impossible to keep the machine in a cleanly condition.

"I am sure that if guards had not been entirely discarded there would be more riders in the ranks to-day. Those who ride solely for business or in cities I know would find mud guards a great advantage."—(George Lang, Jr., St. Louis, Mo:

When is a Cyclist not a Cyclist?

"I note in the February 12 issue of The Bicycling World your comment regarding the "Revival of Road Reform," in which you state that "the most regrettable part of the agitation is the absence of cycling support, cyclists and cycling organizations rarely entering into the present efforts." Do you think that this is true? Do you not think that the old "pioneers and once leaders in the reform movement" are still working for the same good cause? Not as cyclists, but from a higher standard, namely, as automobilists. With very few exceptions you will find that every man who owns an automobile was at one time an enthusiastic wheelman, and the list is increasing daily. In my opinion a wheelman

never knew what bad roads were, for he could pick his going, take side paths, etc., but a motor must keep to the road and endure all sorts and conditions of the same and he is bound to carry the "good roads" question to a higher level than the cyclist could possibly have reached..

"A number of people bring up the argument that the man who could afford a wheel cannot afford an automobile, but, gentlemen, what about the motor cycle? A motor cycle can be purchased for the same price that wheels were bringing when that industry was no older than the motor is to-day, and the sport derived from a wheel cannot be compared with that of the motor cycle. Bicycle factories are to-day making self-propelled vehicles of some kind, old bicycle clubs are now automobile clubs, the cyclist and motorist have joined forces and will carry road reform to a point which, five years ago, was far beyond their reach." -H. R. Perkins, New-York City.

Trick of the Racing Trade.

They were singing the praises of the Indian motor bicycle when one of the party who had known him for many years remarked of Oscar Hedstrom, its designer and inventor:

"He's one of the cleverest mechanics that ever handled a tool. When he was acting as pacemaker he was the man who had the best looking and best acting machines on the track, and the one they all ran after when their motor troubles stumped them. I don't know whether you know it, but Hedstrom was also the man who huilt the bicycles that some of the racing cracks used to ride. They were paid for riding other bicycles and, so far as I know, the manufacturers who employed them supposed they were riding their respective bicycles, but I happen to know that some of the circuit chasers preferred to pay Hedstrom \$75 or \$80 for bicycles of his build. Only the over curious or those 'in the know' were the wiser, since the Hedstrom bicycles all bore the well known nameplates which the racing men were paid to exploit."

Hurley is Reinstated.

All fear of Marcus Hurley, the amateur champion, being barred from cycle racing this summer, or being made a professional because of his troubles with the Amateur Athletic Union over basket-ball, has vanished. Hurley filed an application for reinstatement, explaining how he had come to err in playing with unregistered teams, and when the case came up before the registration committee of the Metropolitan Association of the A. A. U. it was voted to remove the suspension and reinstate the cyclist.

Montreal Nears Quarter Century.

The Montreal Bicycle Club, organized December 2, 1878, celebrated its twenty-fourth anniversary and dinner on February 12. The club is now a branch of the Montreal Amateur Athletic Association and perpetuated as an active branch of that body with G. Y. Allen as president.

DOES CONDITION COUNT?

This Rider Brings Experience to the Contrary but Can't Explain his Performances.

"Perhaps it is necessary that a rider be perfectly 'fit' and well fed to enable him to do his best work, as the other fellows have said, but let me shy my castor into the ring as a horrible example of the theory, or whatever it may be, that 'condition doesn't count.'"

This came from an old rider who had followed the exchange of opinion that had appeared in the last two issues of The Bicycling World.

"I discovered how little condition counts in rather a peculiar fashion," he went on. "I was on a visit to my old home after an absence of several years, during which, however, I had retained membership in my old club. I had brought my bicycle with me and a few days after I reached there started in a feu-mile road race which the club had had programmed. During the two weeks before my arrival I had not mounted a bicycle more than twice, and after reaching there I rode but once over the course. My days and nights were taken up with visiting and eating and drinking, and I really entered the race for the fun of the thing, and jokingly had myself placed on scratch with a husky youngster who had been carrying the town before him. I had not the dreamiest idea of being able to hold him, and yet I did hold him. He beat me only by a wheel's length after a fast race and a fierce sprint that surprised me more than any one else.

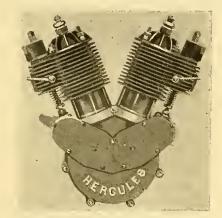
"He had been licking every one else so easily that the close race did not satisfy him, and, at his instigation, a 100-mile scratch race was arranged for a week later, and eight or ten entries secured. Like most other fellows visiting an old home in a fairly big city, my late hours and variety and indifference of food and drink continued, 1 never did less training or took less care of myself, and yet I went into that 100-mile race and won in a walk. I simply rode with the boys for twenty-five or thirty miles for company's sake, and although most of them kept kicking at the pace, I never felt it, and finally tiring of the crawl I ran away from them with the local crack at my heels. Although I did not crowd the rnnning so that it distressed me in the slightest, before we had gone fifty miles the youngster was hollering 'murder,' and actually begging me to 'let np,' so that he could finish with me. But I simply could not hold myself back and soon dropped him. I beat him by nearly ten miles, and the others by twice that distance, although riding more than fifty miles entirely alone and without any effort at extending myself until near the end, when some one discovered that I was inside the record. I beat the record by some ten or twelve minutes, and if I had had the remotest idea that anything of the sort was within

my powers I could have as easily beaten it a full hour.

"I don't mean to appear a braggart, because none were more surprised than myself at my performance. I never rated myself a fast man, and raced but rarely, and then usually in club events. Where my speed came from on that occasion I honestly don't know. Never before had I equalled it, and never did I equal it afterward. But the point I make is that condition is not always necessary for fast work, for overeating, overdrinking and lack of sleep were the chlef concomitants of that particular vacation. Maybe it was the change of climate or possibly it was due to the 'decent meals' that that fellow spoke about in last week's Bicycling World." And the veteran, who long since ceased to race, smiled as he said it.

Curtiss's Two Cylinder Motor.

Credit for the production of the first American two cylinder bicycle motor is due the G. H.



Curtiss Mfg. Co., Hammondsport, N. Y.; it is shown by the accompanying illustration. It is of 5 horsepower and weighs 60 pounds—12 pounds per horsepower. The width of crank case is 4 inches, over all 6 inches; height, 16 inches; bore of cylinders, 3 inches; stroke, 3 inches; speed, 300 to 3,500 revolutions per minute. This motor is fitted with roller bearings, exhaust valve lifters and intake valve throttle; the spark plugs are placed in the top of the motor, an increasing practice. The connecting rods are attached to the same wrist pin and the motor receives an impulse from each cylinder alternately at each revolution.

The motor is designed for use on tandems, racing machines or for cycles where great power or speed is desired. Smoothness of running and a great range of speed on a direct drive are the advantages claimed for the twin cylinder construction.

Inspecting the New Michine.

When a machine is new it can scarcely be gone over too carefully. A not or bolt may be perfectly tight when the machine is taken out of the crate, and after being run a few miles it will be found possible to screw it up a half turn or even a full turn. This can sometimes be repeated several times after a little more service,

FIRST RACE OF YEAR

Prince's new Coliseum at Jacksonville Opens Auspiciously—Lawson Beats Downing.

Jack Prince's new coliseum track at Jacksonville, Fla., was formally opened last Sunday with a lengthy programme of races. A big crowd was present and the contests proved interesting. In a 15-mile paced race Gus Lawson won quite handily from Hardy Downing in two straight 5-mile heats. The best time made for five miles was 8.56.

Lawson was warmly applauded by the crowd when he gave a two-mile exhibition in 3.02 2-5, covering the last mile in 1.28 2-5. He was paced by Harry St. Claire, of Buffalo, on his single motor cycle, named Monitor.

In a one-mile professional race, scratch, there were seven starters. John Bedell, of Lynbrook, Long Island, won, with Floyd Krebs, of Chicago, second, and Menus Bedell, of Lynbrook, third. Time, 2.11 2-5.

For next Sunday a three-sided race between Jimmy Moran, Gus Lawson and Nat Butler is one of the features,

The new track is a board circuit, partially inclosed, and as the Jacksonville residents are showing every evidence of being enthusiastic, it promises to be successful.

Nelson and Kimble Sail.

On the Kroonland, sailing from New York on Saturday, "Joe" Nelson and Owen Kimble will make their departure for Europe, where both are under contract to ride in five races. They will be accompanied by "Charley" Wells, the partner of "Ed" Spooner, Nelson's manager, and on the way over they will keep in condition by boxing, skipping the rope and running about the deck of the vessel, which is one-eighth of a mile in circuit.

Wells is going with Nelson because of Spooner having nnexpectedly signed a contract to manage the new track at Charles River Park, Boston. It is not quite two years since Nelson, who is now eighteen years of age, first began to train for cycle racing. He now holds the one-mile record in this country, and is expected to lower the hour record in France, and perhaps to reach the much sought mark of fifty miles an hour. Nelson and Kimble are scheduled to ride in Paris, Berlin, Rome and Copenhagen. They will be back to ride on the circuit here by May 15.

Kramer Changes his Mind Again.

Owing to the opposition of his parents Frank Kramer says he has abandoned all ideas of going to Europe this spring, and will delay his proposed trip until fall, when it is probable that he will go around the world by way of France to Australia, and thence to America. Kramer has changed his mind in this matter several times now, and may do so again.

NOTE AND CONSIDER WELL

The Thomas Auto-Bi Motor Bicycle.

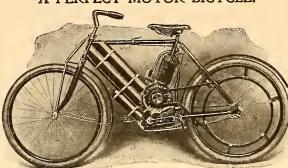
All Vibration Killed. All Belt Troubles Solved.

A PERFECT MOTOR BICYCLE.

So Many Agencies Placed at the

Chicago Show

that our 1903 Output is nearly absorbed.



Get Under Cover If—

If you want to sell THE ONLY MOTOR-BICYCLE with Hygienic Cushion Frame, Truss Spring Fork (Pat. applied for), Combined Steel and Leather Belt (Pat. applied for), guaranteed for the full season. Many thousands again admired the Auto-Bi at the Chicago Show, its beautiful lines, its power, speed, perfect control and again this appreciation was verified by liberal orders.

Boston Agency, 145 Columbus Avenue, C. S. Henshaw. New York Agency, 52 West 43d Street, E. J. Edmond, Philadelphia Agency, Hart Cycle Co. (See it at Philadelphia Show) Chicago Agency, 1243 Wabash Avenue, Itead Cycle Co. Minneapolis Agency, Northern Cycle & Supply Co.

E. R. THOMAS MOTOR CO.,

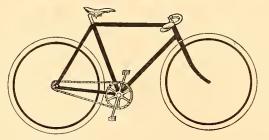
1205 Niagara Street, Buffalo, N. Y.

UNCLE SAM'S BICYCLE

STANDARD OF EXCELLENCE.

The LEROY of 1903 and ad finitum.

Daily capacity to amply supply your wants.



Styles and Models for every taste, size and pocket book.

MADE AND UNRESERVEDLY GUARANTEED BY

JOHN R. KEIM, - Bicycle Dept., - Buffalo, N.Y.

INQUIRIES EARNESTLY SOLICITED.

CHINESE CYCLING CLUB

The Organization That Exists in Oakland— Its Enthusiastic Founder and his Record.

Bland-faced "John," the Chinaman, has been occasionally seen in the East astride a bicycle, but in sunny California he has come out in force and organized a bicycle club. This is probably the most novel cycling body in the country. It is located at Oakland. The club was organized some time ago by Charles W. Fong, who, at that time, was the proprietor of one of the largest and finest cycle stores in Oakland. Besides being the only establishment of its kind, it was noted for the large amount of patronage from women, who went there for the purpose of being instructed in the art of wheeling. So successful was Fong in his teaching that for a time considerable rivalry existed between him and other cycle dealers.

Fong was a wheel enthusiast of the most strenuous class, and a Chinese bicycle club in all its glory floated before his vision. The unique idea appealed to him strongly, and he determined to make it a reality.

He was a member of the Baptist Mission, and immediately began to cast about among his associates for members for the new club. His enthusiasm was contagious, and in a very short time twelve names were enrolled, each Chinese possessing his own bleycle.

The experiment has proved that the Chinese may rival in speed and endurance some of our best riders. However, as a rule, they keep to their cork soles, not caring to risk their safety on two unstable wheels that cannot stand alone.

The object of the organization in the beginning was, as far as Fong was concerned, the novelty of the affair, but as interest increased it developed into the mutual pleasure of its members.

The insignia chosen by the club was a searlet "C" mounted upon a yellow star, both colors having been selected for emblematic reasons. In China red is the color symbolic of luck, while yellow is indicative of royalty. The combination, according to their belief, would bring them luck and high position among the ranks of cyclists. To the club members "C" stands for Chicago Club. but to Oakland pedestrians they are more familiarly known as the Chinese Club.

The suits worn by the "Cs" are the ordinary bicycle suits of the day, with scarlet sweater and cap bearing the yellow star surmounted with a "C" of cardinal. When the weather permits they hold races among themselves, and occasional runs are made into the surrounding country. The longest run upon their records is a trip from Folsom and Sacramento by the way of Livermore for the purpose of entering the races in progress at Sacramento. During that trip the club boys had an encounter with a band

of roughs just the other side of Livermore. It was the object of the aggressors to make the Chinese cyclists turn back on the road the way they had come. As the club members did not see things in that light it was only by the use of stronger methods than moral suasion that they were allowed to continue upon the journey.

The club are rightfully proud of their leader and organizer, and claim that he is the fastest Chinese cyclist in America. Charles Fong is a typical progressive Chinese, who wears clothes and hair of American cut and speaks up to date California English. He has risen from his post of chief cook, drawing a salary of \$100 a month, to the proud possession of a photograph gallery. Although he has adopted American customs and ideas, he is still an ardent lover of his race, and believes they are capable of the greatest things.

Fong was the first Chinese to ride a wheel

MORGAN & WRIGHT TIRES

ARE GOOD TIRES

SEE THAT MORGAN & WRIGHT IS BRANCED ON EVERY TIRE AND TUBE! NO OTHER IS GENUINE.

MORGAN & WRIGHT CHICAGO

NEW YORK BRANCH! 214-218 WEST 47TH STREET.

in California. That was in 1887. At that time there were only three wheels upon the market, and he rode a Swift. Perhaps he chose the wheel on account of its name; at any rate he acquired the speed to match it, for there were few Americans who cared to brush up against "the Chinee," as he was called.

He rode against time for the Acme Club and won second prize, and at the seven days' tournament, in 1893, he won a gold medal.

When Fong goes into training he does so in the privacy of his own rooms. He has devised a stationary stand similar to the ordinary bicycle stands used in cycleries, with two wooden rollers beneath the hind wheel to keep it revolving. There he works away by the hour to get into condition.

Fong says, "I will challenge any Chinese in America to a race," and, judging from his voice, he has great faith in his own ability as to the outcome.

Fong's latest possession in the wheel line is a motocycle, with which he claims he can make forty miles an hour. During the summer months he travels through the country, making views of people and places. Last summer he made \$600 with his photography.

The club boasts of several other good riders. The best known are Lee You, Chew Lee and Woo Long. The latter is the owner of a photograph gallery on the corner of Washington and Dupont streets. The majority of the members are Christianized, but there are a few who are not.

It was the intention of the club to have an established clubroom, but, since the members live in places far distant from one another, the idea was abandoned, and periodical Chinese "French dinners" were suggested as an escape for their surplus funds.

The suggestion met with immediate approval, and not infrequently their rides culminated with a six-hour dinner of sixteen to twenty courses in a downtown Chinese restaurant.

The average table seats a party of twelve. During the first two hours eight or ten courses, as the case may be, are served; then the club members retire to another room and rest and chat while the remainder of their dinner is cooking. At the end of two hours they return to the second table, where the rest of the courses await them.

The Chinese "French dinner" is more extensive than the regulation one, and wine is used only with the second course, and then very sparingly. Such a thing as an "iron bound feeling about the head" is unknown among the Chinese. A sample menu, with English translation, is as follows:

First Table.—Negwin Quong, five kinds of fruit; Sue Len Chong, four kinds of cold meat; Bot Ti Ong, eight kinds of roasts; Young Woo King, bird's nest soup; Whi Sui, turtle; Tune Op, boned duck; San Sui, chicken; Bok Op, pigeon; Wong Sue, fish; Cha, tea.

Two hours' rest.

Second Table.—Gue Chee, soft shelled crab; Gow Kow, shellfish; Te Toi, pastry; Em Thong, shrimp patty; Won Sui, chicken patty; Thung Gow, small cakes; Lung Dugong, sweet gruel; Py Geed, sparerib; Fong, rice.

Although the race prejudice exists to such an extent as to bar them from many pleasures, the boys of the Oakland Chinese Bicycling Club are sufficient unto themselves and enjoy life right royally.

Expressed in Bostonese Language.

Milo M. Belding, jr., and the president of the League of American Wheelmen (name omitted out of deference to the individual's dread of publicity) had an interesting experience at the Boston Athletic Association while they were at the Hub during the national assembly of the L. A. W. The newly elected president, beckoning to a waiter, said:

"I want to order some wine,"

The waiter replied:

"The wine order boy is now approaching."

And they knew they were not in New York.

THE TIME BOOK TOLD

(Continued from 638.)

hibn B, therefore, could not have occurred

prior to June 6, 1898.

'Although the testimony as to the completion of Exhibit B prior to January 1, 1898, is far from satisfactory, still granting that it was so completed by that date, it is clear that this is the earliest date of conception which can he awarded to Townsent. The device is of such a nature that a test of the same under the conditions of actual practice is necessary in order to constitute a reduction to practice. As above stated, this test could not have been made prior to June 6, 1898, if, as Townsend and his witnesses say, it was made after his sickness.

"Townsend has introduced other devices, Exhibits C and D, which embody the in-vention in issue, but these were made after the test of Exhibit B. (Townsend, Qs. 84. 98.) It is true that Townsend testifies that these devices were completed in the latter part of April, 1898, as do Neal and Rockwell, but for the reason stated above, this testimony is not convincing. On the contrary, it would appear that they were made

after June 6, 1898.
"Copeland's application was filed April

28, 1898.
"In his preliminary statement he alleges to the preliminary statement has been alleged to the preliminar conception December 23, 1897. Reduction to practice, March 14, 1898. However, as the examiner views the case, it is unnecessary to determine the dates either of his conception or his reduction to practice. For he is entitled to the filing date of his application for both. His constructive reduction to practice, therefore, is prior to any date of re-

duction to practice that can be assigned to Townsend. As to his conception, if he did conceive as alleged, on December 23, 1897, this is prior to any date which can be assigned to Townsend, and Copeland is then first to conceive and first to reduce to practice. On the other hand, if Copeland did not conceive until after January 1, 1898, he ls then last to conceive and first to reduce to practice. Under these circumstances Townsend, in order to prevail, must show that he was diligent in the reduction of his concepwas different in the reduction of his conception to practice at the date of Copeland's conception. This Townsend has failed to do. There is nothing in his record upon this point except the very indefinite and unconvincing testimony as to the trial of Exhibit B, but as before stated, this trial did not apparently take place until June. 1898, some time after Copeland had filed his applications. time after Copeland had filed his applica-It does not appear that Townsend was doing anything toward the development of his invention from January 1, 1898, up to April 29, 1898. Under these circumstances, also, Copeland must prevail.

"There is but one other point in this case

which need be touched upon, and that is the alleged disclosure of the invention in issue

by Townsend to Copeland.

"This disclosure is based upon the showing of Townsend's Exhibit Model by Rockwell, to certain of the officers of the Pope Mfg. Co., among them J. S. Copeland, the senior party to this proceeding, and of Townsend Exhibits C and D, to the same persons,

"As to these disclosures, granting that they took place, as alleged, it is to be observed that Townsend's Exhibit Model does not contain the issue of this interference. While as stated above, Exhibits C and D could not

have been made until after June 6, 1898, and after Copeland had reduced the invention to practice. No presumption arises, therefore, from the fact of these disclosures, that Copeland is not an original inventor of the subject matter in issue.

"Robinson has failed to show any conception of the invention prior to August 16,

"Townsend may possibly be given a date of conception as early as January 1, 1898, but he did not reduce to practice until after June 6, 1898,

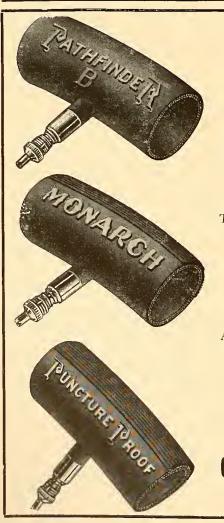
"Copeland conceived some time between December 23, 1897, and April 29, 1898, when, it is not necessary to determine. For if prior to January 1, 1898, he is first to conceive and first to reduce to practice; if between January 1 and April 29, 1898, he is second to conceive and first to reduce to practice, and Townsend has failed to show diligence at any time during this period, and, therefore, could not have been diligent at the date of Copeland's conception.

"Priority of invention is awarded to James

S. Copeland, the senior party.
"Limit of appeal will expire March 3, 1903."

The Story That Never Grows Old.

The story told by the twenty-fifth anniversary number of the Bicycling World can never grow old. It will interest, and always will interest, all those in whom cycling interest ever was really alive. If you have not already obtained a copy order one to-





GUARANTEED TIRES FOR 1903.

This is only a partial showing of our line. We are offering for 1903 more guaranteed tires than ever, all of which are shown in our

New Catalogue Now Ready.

Ask for Catalogue 155, and we will gladly send you a copy and prompt particulars. You will find both the goods and the prices decidedly interesting.

Write now, before you forget it.

THE

GOODYEAR TIRE & RUBBER CO.

Akron, Ohio, U.S.A.



THE BICYCLING WORLD

PRICES IN PORTLAND

Tariff That Exists in Oregon's Chief City, Where Ironclad Agreement is in Force.

The Bicycle Dealers and Repairmen's Association of Portland, Oregon, has enlarged its scope to include all of Oregon and Washington, and is now working on the same basis and under the same ironclad agreement as that which has achieved so much good in California. The jobbers have agreed to sell at trade prices only to members of the association, and the latter, under penalty of expulsion, are prohibited from selling to any one outside of or in bad standing in the organization. For price cutting a fine of \$2.50 is imposed, and for a second offence the penalty is expulsion. The organization also maintains a blacklist, all members being obliged to furnish the secretary with the names of their respective customers who have forfeited the right to credit.

The sundry and repair tariff which ap-

The sundry and repair tarm which ap-
plies and as revised to February 1 last is
as follows:
$\Delta x les.$
Front axles \$0.25
Rear axles
Axle nuts
Ammonia guns
All Indiana
Balls.
\$6.40
Size ½
Size 5-32
1120 /4
Bize 102
Bolts and Nuts.
Each.
Seat post clamp bolts and nuts\$0.25
Expander bolts
Bolts with thumb nuts
Expander b lt plugs
Cotter Pins.
Any size, each\$0.15
Crating.
Bicycle and furnishing crate\$0.75
Bicycle uncrating
Cushion Frame Springs.
Any length, each\$0.35
Putting in same
Guards, Chain and Dress.
Each,
Dress or chain guards, natural finish\$0.50
Dress or chain guards, fancy stripe,
onamelled 75
Chain guards, nickel plated, with fit-
tings
Chain guard braces, set
Rear dress guard braces, nickeled25
Lacing loops, per pair
H u b s.
Each.
Front, minimum\$1.25
Kear, minimum 1.50
Lacing.
Each.
Dress guard, in 18-yd. hanks, any color. \$0.15
Dress onard nets, per nair 75
Dress guard nets, per pair .75 Tire, ¼-lb. rolls .50
THE, /4 III, 1011011111111111111111111111111111

tires when new ones are sold. Casings, Tires, Tubes, sold over counter, deduct 25 cents each.

THE DICTCLING WORLD	04/
Patching Rubber.	CASINGS ONLY.
Best quality, piece 4x6 inches\$0.05	G. & J. and Dunlop.
Stock Plugs.	Each,
Per doz.	Regular, 26 and 28 inch\$3.75
1-inch or less\$0.20	Regular, 30-inch
1½ inch	H. Tread, 28-inch. 4.00 H. Tread, 30-inch. 4.25
Pedals.	Tandem 4.50
Per Pair.	M. & W.
Star Rat Trap\$1.75	Each.
Bridgeport Rat Trap, No. 2. 1.25 Bridgeport Rat Trap, No. 3. 1.50	D. or S-2. \$2.25 Cataplaro
Cleveland, No. 17	Goodrich M. & W.
For ladies' pedals or men's with rub-	Each.
bers, add	26 and 28-inch\$2.35
Pedal pins	30-inch
Pedal dust caps	Inner Tubes.
Pedal rubbers, Universal, per set25	Each.
P u m p s. Each.	No. 1, butt end\$1.50
1¼x15, brass	No. 2, butt end
Frame	G. & J. and Dunlop. Each.
Aluminum	Inner tubes, with valves\$1.75
Cast base, minimum	Tire Tape.
Banner. No. 225	1 oz. rolls\$0.05
Little Giant Pocket Foot Pump60	½ pound rolls
Hand Pumps, plain	Tool Bags.
Pump Connections and Hose.	Each, Split leather, minimum,\$0.40
Each.	Grain leather, minimum
Hand Pump Connections\$0.10	Tread Bands.
Pump Hose, 3-16, regular, per foot	Per pair\$2,00
Foot Pump Connections, 12 inches long .20 K. Swivel Connections	Valve Stems and Parts.
Keno Connections	Each.
Star Steel Point Connections	Valves and stems, wired in \$0.25 Valves only
Star Brass Point Connections	Valves only
Plyers.	G. & J. or Dunlop valves
Each.	Valve caps
Plugging Plyers\$0.15	Valve seats, G, & J
Polish.	Metal base
U. S. Metal Polish\$0.10	Valve insides
Rims, Wood.	Varnish. Each.
Cement, G. & J. or Dunlop.	Wood rim, ¼-pint cans\$0.25
Natural Finish\$0.75	Washers.
Enameled	Each,
Rims, Steel.	Axle, 5-16 and %, nickeled\$0.05 Whistles.
Cement, G. & J. or Dunlop. Each.	Each.
Enameled, drilled\$1.25	Echo Call\$0.20
Copper plated, drilled	Universal No. 1
Drilling, each	Wrenches.
Each.	Sterling
For Dunlop and G. & J. Rims\$0.25	B. & S., No. 97
Screw Drivers.	Plain .20 Nickeled .25
Small, steel	Wheels.
Small, wood handle	Each,
Scat Posts.	Front, built up\$3.50
Each,	Rear, built up 4.00
Plain, regular length, 7 inches\$0.50	Repairs.
Plain, 9 inches long	All repairs strictly eash.
Expander, 9 inches long 1.00	Axles.
Spokes and Nipples.	Crank axles, made to order\$2.00 Front or rear axles, made to order50
Each\$0.02½	Front and rear axles, made to order
Per dozen	and put in
Tires.	Stock axles put in
All tires guaranteed 60 days, not less than \$3 each; per pair\$6.00	Straightening pedal pins
Minimum price on guaranteed for sea-	Straightening crank axle
son, per pair	Putting new key seat in shaft
No tires to be sold less than per pair. 4.50	Bolts and Nuis, Nuis, 1/2 or under, threaded to order\$0.15
No old fires taken in exchange for new ones.	Stock inits, put on
No deduction allowed on second-hand	Nuts, over 15, threaded to order
tires when new ones are sold. Casings, Tires. Tubes, sold over coun-	Crank shaft locking screw
capitigo, tirco, tunco, control court	Order During Belefit

Lathe work, per hour	Splicing and brazing frame tubes. 2.00 4.50
Deposit must be made on all model	Straightening buckled frame 1.00
work.	Lining up frame 1.00
Chain Repairs.	Lining up rear forks
New bolt and nut\$0.15	Replacing C. H. bracket 4.00 6.00
New nut	Cutting down frame 5.00 7.50
Link or part put in	Cutting down frame and dropping
Each additional repair	hanger 6.00 8.50
Links taken out	Repairing dents in frame, each50
	Front Fork Repairs.
Cranks.	Air
Straightening cranks, each\$0.25	dry. Baked
Straightening cranks, necessary to re-	One fork side put in\$1.50 \$2.50
move from hanger	Two fork sides put in 2.25 3.00
New Cotter crank and pin put in	Fork crown put in
	Fork stem put in
	One fork tip put in
Duching Ottomic representation	- no and property
Swaging and rethreading crank tip	Straightening forks
	Splicing fork side. 1.00 1.75 Splicing fork stem. 1.50 2.25
Cones and Cups.	Rebrazing fork stem. 1.00 1.75
New cone or cup 1/2-in, or under, made	zvooruming rotti brometricki in the same rotti
to order\$0.50	Guards.
Each additional ¼-inch	New dress guard complete\$1.50
Redressing old cones, each	New dress guard without fittings 1.00
Redressing two cones on same axle	New chain guard complete 1.50
	New chain guard without fittings 1.00 Putting in new brace
	Putting in new brace
Cleaning and Repairing.	Replacing chain guard, single25
Cleaning and adjusting coaster brake. \$0.50	Replacing chain guard, double
Cleaning all bearings, chains and out-	Netting or silk lacing extra.
side	Fitting mnd guards, pair, put on 1.50
Cleaning all bearings, in chainless 2.00	Fitting mud guards, per pair, cushion
Cleaning all bearings in coaster brakes,	frame, put on
extra	Fitting mud guards on rear, put on 1.00
Cleaning and oiling chain	Fitting mud guards on rear, cushion
Citetaning the control of the contro	frame, put on
	Fitting mud guards on front
Cleaning and oiling pedals, each	Putting on scrapers, per pair35
Cleaning and oning steering head	Handle Bar and Seat Post Repairs.
Oiling and adjusting	Cementing on grips, per pair\$0.10
Oiling and adjusting chainless 1.00	Putting on H. B. or S. P. expander
Baking Enamel.	Splicing seat post expander
Baking Enamel. Frame and fork, except light blue and	Splicing seat post expander
Baking Enamel. Frame and fork, except light blue and white\$3.50	Splicing seat post expander
Baking Enamel. Frame and fork, except light blue and white\$3.50 Allowance for frame and forks knocked	Splicing seat post expander
Baking Enamel. Frame and fork, except light blue and white\$3.50 Allowance for frame and forks knocked down	Splicing seat post expander
Baking Enamel. Frame and fork, except light blue and white	Splicing seat post expander
Baking Enamel. Frame and fork, except light blue and white	Splicing seat post expander
Baking Enamel. Frame and fork, except light blue and white\$3.50 Allowance for frame and forks knocked down	Splicing seat post expander
Baking Enamel. Frame and fork, except light blue and white \$3.50 Allowance for frame and forks knocked down	Rims. Rims. Plain one-piece stock rim, natural finish,\$2.00 Stained or enameled rims. 2.25 Lam. rim, stained or enameled 2.25 G. & J., Dunlop and Clincher rims, natural finish. 2.00 G. & J., Dunlop and Clincher rims, stained or enameled 2.25
Baking Enamel. Frame and fork, except light blue and white \$3.50 Allowance for frame and forks knocked down	Ri m s. Plain one-piece stock rim, natural finish,\$2.00 Stained or enameled rims. 2.25 Lam. rim, stained or enameled. 2.25 G. & J., Dunlop and Clincher rims, natural finish. 2.00 G. & J., Dunlop and Clincher rims, stained or enameled. 2.25 Steel rims, enameled. 2.25
Baking Enamel. Frame and fork, except light blue and white \$3.50 Allowance for frame and forks knocked down50 Light blue or white5.00 Extra for bi-colors1.00 Extra for chainless1.00 Forks only, black75 Forks only, colors1.00 Forks only, light blue or white2.00 Striping or decorating, extra75	Rims. Rims. Plain one-piece stock rim, natural finish,\$2.00 Stained or enameled rims. 2.25 Lam. rim, stained or enameled 2.25 G. & J., Dunlop and Clincher rims, natural finish. 2.00 G. & J., Dunlop and Clincher rims, stained or enameled 2.25
Baking Enamel. Frame and fork, except light blue and white	Rims. Plain one-piece stock rim, natural finish,\$2,00 Stained or enameled rims. 2.25 Lam. rim, stained or enameled 2.25 G. & J., Dunlop and Clincher rims, natural finish. 2.00 G. & J., Dunlop and Clincher rims, stained or enameled. 2.25 Steel rims, enameled. 2.25 Steel rims, copper plated. 2.75 Steel rims, nickel plated. 3.00 Respoking with rim, extra. 55
Baking Enamel. Frame and fork, except light blue and white	Rims. Plain one-piece stock rim, natural finish,\$2.00 Stained or enameled rims. 2.25 Lam. rim, stained or enameled 2.25 G. & J., Dunlop and Clincher rims, natural finish. 2.00 G. & J., Dunlop and Clincher rims, stained or enameled 2.25 Steel rims, enameled 2.25 Steel rims, copper plated 2.75 Steel rims, nickel plated 3.00 Respoking with rim, extra 5.00 Respoking without rim 2.00
Baking Enamel. Frame and fork, except light blue and white \$3.50 Allowance for frame and forks knocked down	Rims. Plain one-piece stock rim, natural finish,\$2.00 Stained or enameled rims. 2.25 Lam. rim, stained or enameled 2.25 G. & J., Dunlop and Clincher rims, natural finish. 2.00 G. & J., Dunlop and Clincher rims, stained or enameled. 2.25 Steel rims, enameled. 2.25 Steel rims, copper plated. 2.75 Steel rims, nickel plated. 3.00 Respoking with rim, extra 5.00 Putting on furnished rim. 1.50
Baking Enamel. Frame and fork, except light blue and white	Rims. Plain one-piece stock rim, natural finish,\$2.00 Stained or enameled rims. 2.25 Lam. rim, stained or enameled. 2.25 G. & J., Dunlop and Clincher rims, natural finish. 2.00 G. & J., Dunlop and Clincher rims, stained or enameled. 2.25 Steel rims, enameled. 2.50 Steel rims, copper plated. 2.75 Steel rims, nickel plated. 3.00 Respoking with rim, extra 50 Respoking without rim 2.00 Putting on furnished rim 1.50 One new spoke put in 25
Baking Enamel. Frame and fork, except light blue and white	Rims. Plain one-piece stock rim, natural finish,\$2.00 Stained or enameled rims. 2.25 Lam. rim, stained or enameled 2.25 G. & J., Dunlop and Clincher rims, natural finish. 2.00 G. & J., Dunlop and Clincher rims, stained or enameled. 2.55 Steel rims, enameled. 2.55 Steel rims, enper plated 2.75 Steel rims, nickel plated 3.00 Respoking with rim, extra 50 Respoking without rim 2.00 Putting on furnished rim 1.50 One new spoke put in 25 Bent spoke, sprocket side 3.35
Baking Enamel. Frame and fork, except light blue and white	Rims. Plain one-piece stock rim, natural finish,\$2,00 Stained or enameled rims. 2.25 Lam. rim, stained or enameled 2.25 G. & J., Dunlop and Clincher rims, natural finish. 2.00 G. & J., Dunlop and Clincher rims, stained or enameled. 2.25 Steel rims, enameled. 2.25 Steel rims, copper plated. 2.75 Steel rims, nickel plated. 3.00 Respoking with rim, extra 50 Respoking without rim. 2.00 Putting on furnished rim. 1,50 One new spoke put in. 25 Bent spoke, sprocket side. 35 Each additional new spoke in same
Baking Enamel. Frame and fork, except light blue and white	Rims. Plain one-piece stock rim, natural finish,\$2,00 Stained or enameled rims. 2.25 Lam. rim, stained or enameled 2.25 G. & J., Dunlop and Clincher rims, natural finish. 2.00 G. & J., Dunlop and Clincher rims, stained or enameled. 2.25 Steel rims, enameled. 2.25 Steel rims, enameled. 2.50 Steel rims, copper plated. 2.75 Steel rims, nickel plated. 3.00 Respoking with rim, extra 50 Respoking without rim 2.00 Putting on furnished rim 1.50 One new spoke put in 2.5 Bent spoke, sprocket side. 35 Each additional new spoke in same wheel 1.00
Baking Enamel. Frame and fork, except light blue and white	Rims. Plain one-piece stock rim, natural finish,\$2,00 Stained or enameled rims. 2.25 Lam. rim, stained or enameled 2.25 G. & J., Dunlop and Clincher rims, natural finish. 2.00 G. & J., Dunlop and Clincher rims, stained or enameled 2.25 Steel rims, enameled 2.25 Steel rims, copper plated 2.75 Steel rims, nickel plated 3.00 Respoking with rim, extra 5.0 Respoking without rim 2.00 Putting on furnished rim 1.50 One new spoke put in 2.5 Bent spoke, sprocket side 3.35 Each additional new spoke in same wheel 10 Each additional new spoke in same
Baking Enamel. Frame and fork, except light blue and white \$3.50 Allowance for frame and forks knocked down	Rims. Plain one-piece stock rim, natural finish,\$2.00 Stained or enameled rims. 2.25 Lam. rim, stained or enameled 2.25 G. & J., Dunlop and Clincher rims, natural finish. 2.00 G. & J., Dunlop and Clincher rims, stained or enameled 2.25 Steel rims, enameled 2.25 Steel rims, eopper plated 2.75 Steel rims, nickel plated 3.00 Respoking with rim, extra 5.0 Respoking without rim 2.00 Putting on furnished rim 1.50 One new spoke put in 25 Bent spoke, sprocket side 35 Each additional new spoke in same wheel 2ach additional new spoke in same wheel over six 0.05
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Baking Enamel. Frame and fork, except light blue and white	Rims. Plain one-piece stock rim, natural finish,\$2.00 Stained or enameled rims
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Baking Enamel. Frame and fork, except light blue and white	Rims. Plain one-piece stock rim, natural finish,\$2.00 Stained or enameled rims
Baking Enamel. Frame and fork, except light blue and white	Rims. Plain one-piece stock rim, natural finish,\$2.00 Stained or enameled rims
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Repairing puncture in faced tire5	J
Repairing puncture in detachable tire2	5
Repairing puncture in detachable tire	
and reinforcing case	0
Reinforcing outer case	
Vulcanizing patch on case and repair-	
pairing puncture 1.0	Λ
Vulcanizing single tube tire 1.0	-
Vulcanizing stem in single tube tire 1.0	U
Vulcanizing tires containing tire fluid,	
extra	5
Putting in metal base valve56	0
Putting in metal base valve and cement-	
ing on tire	5
Putting in valve and stem on double	_
tubes	n
Putting in valve stem	
Putting in valve only	
Dutting in C & I make not force and	
Putting in G. & J. valve reinforcement. 3	9
Splicing inner tubes, including lacing	
and cementing on rim	0
Repairing inner tubes, without lacing	
or cementing on rim	5
All jobs on a single bicycle amounting to	0
\$5 or over, not including tires, subject to	
discount of 5 per cent for spot cash.	_
and of a per cent for spot cash.	

Injecting tire fluid in single tube tire.. .50

Labor to be added at from 60 to 75 cents per hour.

The Retail Record.

Great Barrington, Vt.—Minkler & Collins open a store in Railroad street.

Williamsport, Pa.—L. Maxwell Mfg. Co. succeeds the Tivy Cycle Co.

Zanesville, Ohio.—Fritz's store, Main st., burned out.

Campello. Mass.—F. H. Waters & Co., of Brockton, open branch in Garfield Block.

Newton, Mass.—Fred J. Read removed to Central avenue and Washington street.

Washburn, Wis.—J. F. Breitzman opens shop at No. 712 Pine street.

Lynbrook, Long Island—John Martin burned out.

Plainfield, N. J.—R. Frucht sold out to S. W. Frucht.

Pittsburg, Pa.—Charles Beltz removed from No. 5,811 Pean avenue to No. 5,964 Baum street

Houston, Tex.—J. Wade Cox, 1014 Texas avenue, burned out.

Tightening Loose Heads.

A loose head is an abomination and should never be tolerated for any length of time. Usually the adjustment is a very simple one, and easily made. To make sure that it is just right stand beside the machine, take hold of the handle bars and bear upward on them. The looseness, if there is any, will at once reveal itself. To detect a tightness, lift the fore part of the machine off the ground and swing the front wheel slowly from side to side. If it binds loosen the bearing a little.

Comfort in riding is obtained in the highest degree when the tires are just a trifle softer than they should be. But they make the machine run a little harder, and there is always the danger of pinching the air tube if the rider is not careful.

If you have not yet received a copy of The Bicycling World's twenty-fifth anniversary number it is not yet too late.

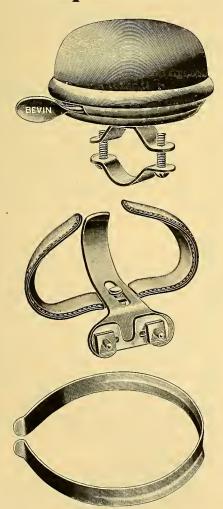
Bevin Bells

HAVE BEEN FOR YEARS

The STANDARD.

THE SAME IS TRUE OF

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and the Bevin line was never more complete than for 1903. The catalog illustrates it fully. It is one that the cycle dealer will do well to obtain and keep within reach.

BEVIN BROS. MFG. COMPANY

EASTHAMPTON, CONN.

Taylor Beaten by Robl.

On January 31 Major Taylor met the German, Robl, in a series of paced races at Melbourne, but, contrary to expectations, was defeated twice. He was, however, heavily handicapped, first by a bitter cold day, and secondly by inferior pacing. The distances were one and two miles, and at first it was agreed that standing starts should be taken, but ultimately Robl persuaded the promoters to fix upon flying starts, claiming that as the distances were so short he could not make a good show from a standing start. Taylor accepted the altered conditions without a murmur, and whereas Rohl had a fast motor tandem fitted with a wind shield, Taylor rode behind an ordinary motor cycle, and consequently lost both races. A return match bas been fixed up, but it is not to be decided uutil the negro can get equal pacing.

Not Like New York's Six Day Rase.

In striking contrast to the immense popularity of six-day races here comes the story from London that the one recently held at the Alexandra Palace was poorly attended, although the riding of the men was excellent. The biggest crowd was present on the last night, when 3,000 attended. In Madison Square Garden last December fully 15,000 saw the finish. Hall and Martin, of England, won the race, covering \$39 miles in the thirty-six hours in which the race actually was ridden (six hours a day). The average speed of the winning team was a little more than twenty-three miles an hour. Webber & Eilbert were second, one mile behind, and Barden and Carapezzi were third.

Kennedy Gets Charles River.

The Charles River Park track at Boston was leased on Wednesday to a syndicate of New York City promoters, represented by James A. Kennedy. F. Ed. Spooner was at once appointed manager for the season. The first meet there of the season will be held on April 19, and after that the cement track will be torn out and a new five-lap board track built, which will be designed to be faster than auy now in existence. The new track will be in both the paced and sprint circuits of the N. C. A.

To Keep Upright on the Ice.

As long as a bicycle is kept in a perpendicular position on ice there is not the slightest danger of its skidding or slipping. If it is inclined in either direction, however, the weight acts as a force to upset it, just as it would in turning a corner on a perfectly flat track. Hence the danger of deviating from a straight path. Riders who have tried cycling on the ice know this well and govern themselves accordingly.

A. G. Batchelder, chairman of the board of control of the N. C. A., left New York to-day for a ten days' visit to Southern Pines, N. C., in quest of rest and health. Samnel A. Butler, secretary of the Automobile Club of America, accompanied him.

That Maxim—

"It is Better to be Sure Than to be Sorry."

never applied with greater force than to motor bibicycles, for with them the sorrow when it comes, comes in fine, large, expensive chunks.

It follows that for the man who would be absolutely sure, there is but one choice—

THE INDIAN

Not the cheapest in price but unquestionably the cheapest in the end.

Ask the man who owns one, or, in fact, anyone who knows anything at all about motor bicycles; they'll all bear witness to the truth of our assertions.

We have a catalog and an instructive little booklet bearing on the subject that we'll be pleased to forward to all who seek real profit or pleasure in motor bicycles. What are you looking for?

HENDEE MFG. CO.,

Springfield, Mass.

The Week's Exports.

Argentine Republic.—Sixteen cases bicycles and material, \$964.

Antwerp.—Fifty-one cases bicycle material, \$2,239.

British East Indies.—One case bicycle material. \$30.

Bergen.—Twenty-five cases bicycle material, \$1,500.

British Possessions in Africa.—Fourteen cases bicycles and material, \$1,782.

Brazil.—Three cases bicycles and material, \$227.

Bremen.—Seven cases bicycle material. \$600.

British Guiana. + Four cases bicycles and material, \$24.

British West Indies.—Forty-two cases bicycles and material, \$1,050.

Central America.—One case bicycle material, \$15.

Chili.—Two cases bicycles and material, \$81.

Colombia.—One case bicycles and material, \$15.

Copenhagen.—One hundred cases bicycle material, \$3,614; 128 cases bicycles, \$1,030.

Dutch West Indies.—One case bicycle material, \$18.

Dutch Guiana.—Four cases bicycles and material, \$222,

Ecuador.—One case bicycles, \$50.

Gothenburg.—Four cases bicycles and and material, \$300.

Havre.—Eight cases bicycles, \$154; eight cases bicycle material, \$724.

Hamburg.—Four cases velocipedes, \$85; six cases bicycles, \$180; one hundred and ten cases bicycle material, \$4,727.

Japan.—Seventeen cases bicycles and material, \$889.

London.—Eighty-five cases bicycles, \$6,800; seventy-two cases bicycle material, \$2,975.

Liverpool.—Fifty-two cases bicycles, \$835; six cases bicycle material, \$180.

Rotterdam. — Twenty-five cases bicycle material, \$796.

Southampton.—Twenty-two cases bicycle material, \$1,875.

Santo Domingo.—Two cases bicycles and material, \$61.

St. Petersburg.—Ten cases bicycle material, \$250.

Uruguay.—Five cases bicycle material, \$357.

Vienna.—Two cases bicycle material, \$69.

To Prevent Belt Stretching.

Something new in the form of a belt for motor bicycles has made its appearance on the English market. It is V-shaped, being built up of three thicknesses of tough hide cemented and riveted together, but in addition the outer side of the belt is furnished with a set of square brass plates, which serve as washers to the rivets and abut closely against each other. Before being thus riveted the belt is stretched by the application of considerable force, and, while in a state of extension, the plates are riveted on. The effect is that when the stretching force is removed the plates, bearing against each other, prevent the belt from shrinking. By this means it is calculated that all trouble of belts alternately stretching and shrinking according to variable atmospheric conditions will be obviated.

Spokes That Satisfy.

There was a time when the need of a ready means for replacing and displacing broken rear wheel spokes was keenly felt. That was when spokes broke early and often, and the business of supplying them—when the job was not covered by the guarantee—was a lucrative one. Hubs with buttonhole flanges answered the purpose admirably, and at one time seemed destined to be much used. But spoke makers finally learned to produce spokes that would not—or at least did not—break, and there was an end of it.

"How to Drive a Motocycle." See "Motocycles and How to Manage Them." \$1, The Goodman Co., Box 649, New York.

Effect of Forward Tendency.

In designing machines the slant of the diagonal or seat mast tube is a matter of considerable importance, for upon it depends the position of the rider with regard to the pedals. An extreme slant brings him far back, and as the tendency for a number of years has been to get pretty well forward, the diagonal is usually sloped to bring about such a result.

Even with a fairly straight tube, however, the rider of to-day frequently finds himself unable to get sufficiently far front, and has recourse to a long forward L seat post. This brings him well up on the handle bar, and created a desire for a forwardly extending bar. The only alternative is to make the head and forks straighter,, and to do this interferes with the steering and destroys the parallel lines of the diagonal and head.

These parts should harmonize, and do in most cases. A loss of symmetry follows any marked deviation from parallel lines, and except for good cause designers seldom offend in this particular.

Through Sleeping Car Line to Grand Rapids, Mich.

A Pullman Sleeping Car of latest construction is now attached to New York Central train leaving Grand Central Station at 4:00 p. m., daily, running through over the Michigan Central, arriving at Grand Rapids at 12:55 p. m., next day, connecting in Union Station for all points in Western Michigan. For information and sleeping car reservators inquire of New York Central Agents.

"A. B. C. of Ejectricity."

"The A. B. C. of Electricity" will aid you in understanding many things about motor bicycles that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassan street, New York.

If you have not yet received a copy of The Bicycling World's twenty-fifth anniversary number it is not yet too late.



Wanted!

One Million
Bicycle Riders to
use the BEST

Bicycle Bells

Wrenches

During the Season of 1903.

Sold by the principal dealers throughout the world, and manufactured by

FRANK MOSSBERG CO.

ATTLEBORO, MASS.

The Week's Patents.

720,658. Bicycle seat-post, Sylvester Bobo, Albany, Ohio. Filed Mar. 29, 1902. Serial No. 100,609. (No model.)

Claim.—1. In a device of the class described, the tubular seat-post having its lower end reduced interiorly to form a conical seat, the said lower end being also provided with longitudinal slits, and the upper end of the seat-post being extended horizontally at less than a right angle to the body of said seat-post, said horizontal extension being cut off slantingly at the front and having a longitudinal opening in its upper side, in combination with a seat-supporting bracket mounted pivotally in the horizontal extension of the seat-post and engaging the longitudinal opening and the slanting front end of said horizontal extension, a connecting-rod having pivotal connection with said seat-supporting bracket in rear of the fulcrum of the latter and extending downwardly through the tubular seat-post, and a conical nut adjustable upon the lower threaded end of said connecting-rod and adapted to bear against the conically-reduced inner wall of the split lower forth.

721,018. Coaster-brake. Edred W. Clark, Hartford, Conn. Filed Aug. 15, 1902. Serial No. 119,687. (No model.)

Claim.—1. A driving mechanism consisting of an axle, a sleeve on the axle, a wheel hub rotatable on the sleeve, a clutch-cylinder rotated on the sleeve, a sprocket secured to the clutch-cylinder, wedge-surfaces on the exterior of the clutch-cylinder, wedge-recesses on the exterior of the clutch-cylinder, wedge-recesses in the interior of the wheel-hub, and wedge-blocks having their inner faces fitting the wedge-surfaces on the cylinder and their outer faces adapted to fit the wedge-recesses in the hub, substantially as shown.

OILERS.

"PERFECT"

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We make oilers for almost the entire trade. The quality of our oilers is unequaled.

10c.

CUSHMAN & DENISON, Mfrs., 240-2 W. 23d St., N. Y.

No Bicycle

IS OF THE

HIGHEST GRADE

WITHOUT THE

Cushion Frame.

It means more than the stamp "STERLING" means on silver

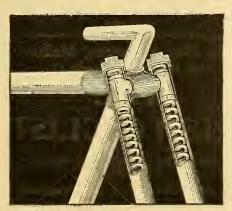
It insures not only quality but comfort

HYCIENIC WHEEL COMPANY,

OWNERS OF CUSHION FRAME PATENTS

220 Broadway, NEW YORK.

Home Office, Philadelphia.

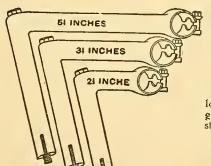


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Ideal Adjustable and Extension Handle-Bars

for this season are made in three grades. Prices to suit all. All stems made of forgings, all sizes.

PROMPT DELIVERIES.

Send for circular and prices.

SOLE MANUFACTURERS.

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FRED. R. POWER, 79 Lake St., Chicago, III.

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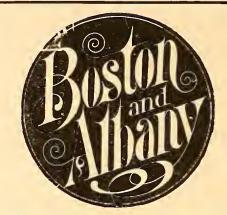
The Authority of the Cycle World RELIABLE NEWS ON ALL O'GLING EVENTS Interesting & Comprehensive. ADVICE TO RIDERS. Unbinased opinions on mechanical matters WEDNESDAYS, ONE PROPERS. Unbinased opinions on mechanical matters WEDNESDAYS, ONE DIDERS. Unbinased Spinions on mechanical matters UEDNESDAYS, ONE DIDERS. UNDICABLE SPINIONS ON SPINI

NEVERLEAK

STOPS LARGE PUNCTURES.

This is the only fluid that can be legally used in pneumatic tires. Suits now pending.

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TWO FAST TRAINS

	Special Via Lake Shore.	Special Via Mich. Cen.
Lv Boston	10.45 A.M.	2.00 P.M.
Due Albany	4.10 P.M.	7.35 "
" Syracuse	7.55 ''	11.25 "
" Rochester	9.45 "	1.15 "
" Buffalo	11.40 "	
" Toledo	5.55 A.M	
" Detroit	0.00 11	8.25 "
" Chicago	11.50 ''	3.15 P.M.
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"Chicago Special" has through Buffet Library Smoking Car and Dining Car to Syracuse and from Toledo to Chicago.

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If you ride or sell, or intend to ride or sell motor bicycles

" Motocycles and How to Manage Them"

is the very book you need.

Every page teaches a lesson. Every illustration

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The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVI.

New York, U. S. A., Thursday, March 5, 1903.

No. 23

POPE MFG. CO. REVIVED

Reincorporated to Bid in A. B. C. Property When it is Offered at Public Sale.

Barring the unforeseen, the American Bicycle Co. and its subsidiary, the American Cycle Mfg. Co., are names that will shortly pass out of existence. In their stead will re-arise the once and long familiar Pope Mfg. Co.

This unexpected development in the reconstruction of the embarrassed corporation came to the surface late last week, when the incorporation in New Jersey of the Pope Pope Mfg. Co., with \$22,500 capital, was made public; the manufacture of bicycles, automobiles and other motor vehicles was given as its objects and these nominal corporators named: Mountfort Mills, George R. Hargrave and Dunlevy Milbank, all of Jersey City, the registered office of the company.

Of the capital stock, \$2,500 is 6 per cent cumulative first preferred, \$10,000 5 per cent non-cumulative second preferred until February 1, 1905, and \$10,000 common.

When the matter became public property much speculation promptly ensued, and the gossip aud guessing is still rife. It can be stated authoritatively, however, that the facts are as stated—i. e., that the new Pope Mfg. Co. will be the successor of both the American Bicycle Co. and the American Cycle Mfg. Co. It was organized to bid in, and if no hitch arises will come into the property when it is offered at public sale, probably within the next two weeks.

The original Pope Mfg. Co., the one absorbed by the American Bicycle Co., was a Maine corporation.

On Monday bids of \$2 for A. B. C. preferred and ¼ for the common were made on the New York market, a fact that is said to have aroused the interest of those holders of shares who did not pay the assessments which were levied in the reorganization of the company. So far as is known there will be no further opportunity for paying the assessment, and therefore the stock upon which payments have not been made should be actually worthless. It is intimated that

an effort will be made to upset the reorganization, but some good ground must exist for a demand for a worthless stock at \$2 per share. No movement looking to an attack on the validity of the reorganization has yet been announced. It is not unusual for a stock to sell less than its assessment, as this occurred for many railway shares which were issued under reorganization plans in the early '90s, some of which are now selling above par. The non-assenting stock was outlawed and made of no value then, and certainly unless there is some genuine ground for an attack on the A. B. C. reorganization plan these shares, upon which no assessment has been paid, should belong to the same class.

Kirkpatrick Becomes a Sales Manager.

After having devoted ten years to a day to advancing the interests of the American Dunlop tire and repeatedly travelling from one end of the country to the other in doing so, W. H. Kirkpatrick on the 1st inst. quitted tires for automobiles, and will henceforth be a "home man" instead of a traveller. On that date he became sales manager of the Peerless Motor Car Co., with headquarters in Cleveland. If earnestness and wide acquaintanace count for aught, "Kirk," as he is known to all, will have no trouble in making a name for himself in his new tield.

Tube Co. Elects Officers.

The Seamless Steel Tubes Co., Detroit, Mich., have elected the following officers: W. C. McMillan, president; T. H. Simpson. vice-president; George M. Black, secretary and treasurer; R. H. Phillips, assistant secretary; C. H. Wood, manager.

N. C. T. A. Establishes Offices.

The National Cycle Trade Association has established a permanent office in Room 68, Irving Building, at West Broadway and Chambers street, this city. The salaried assistant secretary will, of course, be located there.

Springfield Jobbers Sell out.

Morgan & Ball, Springfield, Mass., once prominent in the New England jobbing trade, have retired from business. They disposed of their stock at auction last week.

THE DEMAND FOR TIRES

Tide has Turned and Call is for Guaranteed Goods, Reports President Parker.

As the president of four tire companies—the Hartford, G. & J., India, and Morgan & Wright—and as a member of the executive committee of the controlling Rubber Goods Mfg. Co., Lewis D. Parker is uncommonly well placed to view the tire situation, and his say-so that the demand is now running strongly for the better grades, and in proportions that exceeded his most sanguine expectations, will go far to strengthen the oft-asserted belief that the day of quality really has returned.

As Mr. Parker expressed it in a talk with a Bicycling World man, "there has been a sharp decline in the call for unguaranteed tires." He believes the season will bear out the early demand and that the call for the guaranteed goods will continue. He holds the same opinion in reference to bicycles.

Mr. Parker left Hartford for Chicago last week, where he will spend the entire month in charge of th Morgan & Wright factories, relieving J. C. Wilson, who has charge of that company, and who is taking a needed vacation in the South. The Morgan & Wright plant is running two shifts, night and day, in an eudeavor to fill all orders promptly. The others are all operating full time.

Vim now a Corporation.

The Vim Cycle and Hardware Co., which has been doing business in Buffalo, N. Y., has been turned into a stock company, capitalized at \$10,000. The manufacture and sale of bicycle supplies and specialties is given as the object. The directors are for the first year John W. Henry, Robert Henry and James L. McGrane.

British Motocycle Trade Organizes.

The British motocycle trade has lost no time in getting together. On February 1 there was organized in Loudon the Motor Cycle Trade Association, a committee being appointed to enlist the absent tradespeople and to prepare a plan of operation. Practically all of the best known makers and importers of motor bicycles and bicycle motors were present.

DEATH CLAIMS BREWSTER

Was one of the Most Picturesque of "Old Guard"—Eight Times L.A.W. Treasurer.

On Sunday last, 1st inst., the light of life was extinguished in another of the cycling "old guard," William Morris Brewster—"Pop" Brewster to practically every man who ever had more than a passing acquaintance.

At the time of his death and for some three years previous he was traffic manager of the American Bicycle Co., seeing to it that the big corporation did not fail to get the best there was in railroad and steamship rates and service—a position for which he was peculiarly fitted. It was not as a traffic manager, however, that Brewster was best known to the cycling world. His duties in that capacity carried him rather in other directions, but from 1885 to about 1896 or '97 "Pop" Brewster—"Pop" because of his baldness—was in the thick of about all that went on of a cycling nature, in matters affecting the L. A. W. particularly.

He first eame into prominence in 1885 as chief consul of the Missouri Division, being then in the railroad service in St. Louis. The following year, becoming a factor in the politics of the national organization, he was made chairman of its transportation committee, and in 1887 was elected its treasurer, an office he filled for eight consecutive terms. Save one no other man has been so long in league harness.

While in harness Brewster was not only a picturesque figure, but a shrewd and positive character, and was always to be reckoned with. He played league politics as they rarely were played. That he was in St. Louis, and far removed from the centre of league strength and league interest mattered nothing. He was not only a ready letter writer, but a clever one, who knew the value of a flash of wit or original expression. Of these he possessed a rich and rare abundance. His letters usually were "treats." They generally won over the man to whom they were addressed. Brewster became a "proxy gatherer" heyond compare When he attended a league election he was always loaded with proxies, how many the "other side" rarely knew, and as early in his career Brewster "doubled up" politically with a kindred spirit in the East, Dave J. Post, of Hartford; when the two came together they were usually so fortified as to dictate nominations or appointments and make or unmake "kings,"

Despite the power that he thus wielded Brewster never posed, and was never obtrusive and made few enemies. In meetings, as befits a king of the caucus, he seldom had much to say, but when he chose he could almost invariably "bring down the house." He could give voice to the dryest humor or most side splitting remark without so much as a smile crossing his bland, serious, Nye-

like face, and could feign amazement with such artless innocence that it appeared real, His humor was never forced. On occasion he served as presiding officer, and a breezy one he was. When parliamentary rules did not serve, or when he thought them unnecessary, Brewster would institute rules of his own, and, though some men fumed, by his serious faced drollery and sparkling impudence he rarely failed to carry the day, usually because, right or wrong, he had the meeting with him in laughing good humor. Though droll and sunny, there shone beneath his ready wit sound comfon sense and many shafts of cutting satire. With his gift of humor he might easily have made his mark as an after dinner speaker, or, with his readiness of pen and ability to re-



WILLIAM MORRIS BREWSTER.

duce his wit and satire to writing, a humorons author. But Brewster remained in the railroad service until about six years ago, when he left the West and joined with another shining Western light, Robert D. Garden, who had preceded him to Philadelphia, There they engaged in the bicycle business under the firm name of Garden & Brewster. When the firm dissolved Brewster removed to New York, and here connected with the American Bicycle Co. Except to assist in forming that "old guard" organization, the Metropole Cycling Club, a year ago, he had taken little active part in outside cycling affairs since he retired from the L. A. W. treasury pertfolio in 1894. But until this winter he remained a hardy rider, and was given to long trips on Sundays, and usually alone. His had not been such a sunny nature of late, and three months ago the cause became plain. Disease—cancer of the liver had made inroads into his vitality. Two months since he began to fail rapidly. He journeyed to Havana for recuperation, but to no purpose. Three weeks ago he entered the Polyclinic Hospital, this city, and underwent an operation. He failed to rally, and hovered between life and death until Sunday last, when death claimed him.

Brewster was born in Norwalk, Ohio, some forty-odd years ago, but was educated in Cincinnati, and soon after removed to St. Louis. He is survived by his widow and a

daughter entering womanhood. He was a thirty-second degree Mason, and after the Masonic burial service at his late home, No. 439 Manhattan avenue, on Tuesday, his remains were removed to Cincinnati, where the interment will take place. Those bosom friends of the days when he was a cycling power, D. J. Post and R. D. Garden, were among those who bowed their heads at the bier of sunny "Pop."

Figures That do Lie.

An English tradesman has returned from Jamaica with the "tall" tale that there are 6.000 bicycles imported annually from the United States Into that country. Although Jamaica is a British colony, the British bicycle is, he reports, unused there. The inhabitants labor under the delusion that English machines cost about \$150 and are some fifty pounds in weight. The roads in the island are splendid, and the climate good. The temperature never falls below 70 degrees. The machines most in use in the island are Monarchs and Columbias. The duty on importation amounts to one-sixth of the value, and the cyclist has to pay 12 cents zor a license.

Where Business Doubled.

In their new quarters, at 48 Hanover street, the Boston Cycle and Sundry Co. have one of the finest wholesale establishments in New-England, and what is more to the point they carry a stock that is probably three times greater than any other jobblng house in that section of the country. Manager Linscott says that the business done justifies such a building and such a stock, the volume during 1902 showing a 100 per cent increase over the previous year. He is now figuring on an even bigger business this season.

Her Life for Her Bicycle.

One life was lost and six persons suffered severely from burns and smoke at a fire which partially destroyed the Burhank Block at Lowell, Mass., last Friday. The victim was Mrs. Sarah F. Kittredge, a newspaper correspondent, about sixty years old, who, although aroused with the other seventy-tive lodgers in the building, stopped to get her bicycle, and in doing so was overcome by smoke and perished.

Used the Surplus Steam.

An experiment that proved entirely successful was that tried this winter by the Diamond Rubber Co. of heating their new building devoted to the manufacture of bicycle tires with surplus steam. The latter is used first in the engines and vulcanizers, and then conducted by pipes all over the building. Even in zero weather an ample supply of heat was obtained.

Aimed at the Mail-Order Ilk.

A bill was recently introduced into the Wisconsin Legislature which will force all department stores and mail order concerns to pay a liceuse fee or tax on business t ansacted within that State. The measure is aimed at Chicago houses, it is said,

BEGAN THE YEAR BADLY

January an "off" Month in the Matter of Exports—Europe's Purchases Shrink.

Another sharp drop in export values took place in January. From \$238,551 in the first month in 1902, the exports of bicycles for the same month this year tell to \$176,054. The loss was general in Europe, there being but a single exception, the United Kingdom, which took \$33,413, as against \$32,257 in 1902. British Australia increased from \$17,397 to \$26,920. Both Mexico and Brazil showed slight gains, and "Other South America" a considerable one. Japan made its usual good showing, taking \$28,000 while the Chinese Empire purchases fell to a beggarly \$336.

The comparison of totals is for seven months ending with January of the fiscal years 1901, 1902 and 1903, beginning with June in each case. The total shows a slight falling off from 1902, the greater portion of which is due to January's bad showing.

Japan heads the list, with \$250,489, the United Kingdom with \$143,965, and British Australia with \$135,621, being second and third respectively, the last being a gain over 1902. Curiously enough, British North America shows a slight gain. The principal losses are chargeable against Germany, the Nefherlands and "Other Enrope." British Africa and Mexico show gains and British East Indies practically holds its own.

The record in detail for the month and for the seven months of the fiscal year is as follows:

Old Firm Becomes a Corporation.

The firm of Cushman & Denison, established in 1883, has just celebrated the twentieth year of its existence by incorporating as The Cushman & Denison Mfg. Co. The stock is entirely held by the officers of the company, and the business will be managed in the future as in the past. The New York office will still be located in their own building, 240-242 West Twenty-third street. The company is about to place on the market several other articles that will doubtless be equally as popular as their Perfect Pocket Oiler, Gem Paper Clip, etc., etc. The company's policy of guaranteeing the quality of its ontput under penalty of having anything not up to their standard returned, will be made the most of.

The officers of the company are Joseph W. Cushman, president; James S. Cushman, vice-president and general manager; and W. I. Follett, secretary and treasurer. With their increased capital and facilities and fair policy the business of the company should continue to enlarge.

Fooling the Public in Milwaukee.

In Milwankee a concern that ought to know better, and of which better was expected, is advertising, "Bicycles built to order, \$15." As if this sort of thing was not sufficiently siekening, the same ad. announces that "we sell all makes of tires to riders at wholesale prices."

First Factory for Japan.

Japan is finally to have a fullfledged cycle factory. A company is forming for the purpose, with a capital of 150,000 yen, or \$75,000.

2	Janna	ry—	Seven mon	ths ending	January—
Exported to—	1902.	1903.	1901.	1902.	1903.
United Kingdom	\$32,257	\$33,413	\$135,717	\$217,364	\$143,965
Belginm (a)	4.889	1,678	[17,886	14,001
France	37,474	16,299	36,711	107,919	79,629
Germany	40,394	11,963	69,588	120,799	40,313
Italy (a)	8,503	4,484		28,719	23,152
Netherlands (a)	8,997	4,940		57,246	30,427
Other Europe	37,234	13,444	181,517	108,809	69,668
British North America	11,075	9,035	68,279	55,120	60,356
Central American States and Brit-	į	11	Ì	ĺ	
ish Honduras	407	319	2,497	3,406	1,888
Mexico	1.145	1,558)	11,378	12,289	16,282
Cuba	1,085	857	9,975	10,041	5,541
Other West Indies and Bermuda.	2,856	2,581	29,424	26,867	21,923
Argentina	2,763	1,318	22,059	7,680	6,980
Brazil	457	737	7,239	2,753	4,149
Colombia	66	78]]	320	652	552
Venezuela (b)	16			331	173
Other South America	998	2,203[[19,058	14,115	10,966
Chinese Empire	2,562	336	8,962	45,513	9,695
British East Indies	3,226	2.061	30,015	28,552	27,079
Hong Kong	306	582	7,227	1,716	2,353
Japan	12,573	28,089	118,492	94,936	259,489
British Australasia	17,397	26,920	120,252	121,137	135.621
Philippine Islands	627	1.265	50,747	11,097	9,236
Other Asia and Oceania	1,485	1,280	15,300	14,842	17,656
British Africa	9,726	9,854		69,148	74.421
All other Africa	33	760jj	68,073	2,058	6,783
Other countries			140	117	
Total	\$238,551	\$176,054	\$1,012,970	\$1,181,112	\$1,072,298

(a) Included in "Other Europe" prior to January, 1901. (b) Included in "Other South America" prior to January, 1901.

FIRST SPRINGLIKE SUNDAY

Though Cold and Windy it Fairly Opens the Active Season—Notor Bicycles Numerous.

Pussy willows bloomed in the parks and the wooded places about New York City on Wednesday. This is the first blossom of the spring, but the riders of the metropolis did not wait for it to appear before beginning their spring riding.

Last Sunday, March 1, there was a most amazing turnont on the Coney Island cycle path. It seemed as if there must have been some preconcerted arrangement among riders or else that there was a superstition to the effect that they must get out on the first day of the first month of spring. The riders spun along the cycle path toward Coney Island in pairs, quartettes and bunches of from five to twenty all the afternoon.

It was bitterly cold and a stiff wind was blowing, but the stream continued to go by until nightfall. About five or six hundred were out. The horsemen on the driveway looked and voiced their astonishment, and the riders themselves glanced about in manifest surprise at the amount of company they had. It seemed as if a great many had determined to begin riding early whether any one else did or not, and that most of them expected to find the paths deserted.

Several club runs were noticed, one of them being composed of eleven members of the Alpha Motor Cycle Club, who went to Coney Island and back. In all about one hundred motor bicyclists were out on this road alone.

Extent of "Pennsy's" New Plant.

The new plant of the Pennsylvania Rubber Co. at Jeannette, Pa., twenty-six miles east of Pittsburg, on the Pennsylvania Railroad, is an enormous structure, covering twenty-one acres. It is equipped with eight Babcoek & Wilcox water tube hoilers, 1,600 horsepower; two low speed Corliss engines, 1,000 horsepower; one high speed engine, 250 horsepower; one electric generator, 200 horsepower, and sixteen electric motors.

The plant is equipped with the most modern machinery known to rubber manufacture, and is so systematically arranged that additions to more than double the present large output can be made without changing the system. The buildings are all supplied with the sprinkler head system and every facility to make them fireproof has been taken advantage of.

Word-Building as an ad.

A word building contest is the means being employed by a Rochester (N. Y.) firm to boom its business. To those forming the greatest number of words from the letters in the names Yale and Regal they offer the choice of a Yale, Regal or Wolff-American bicycle,



AN OLD RIDER SAYS:

"a good word for the National bicycle "ridden one I have had less trouble and "more pleasure than with any other wheel "No one can take more pleasure in saying "than myself, for in the five years I have "I have ever ridden, and I have "many makes."



NATIONAL CYCLE MFG. Co., BAY CITY, MICH., U. S. A.

THE BEST TIRE

FITTED TO A MOTOR BICYCLE IS

FISK

INSIST ON HAVING THEM ON YOUR MACHINE AND YOU WILL GET THEM.

THE MANUFACTURERS KNOW THEY

"Run No Risk By Using FISK."

FISK RUBBER COMPANY, - Chicopee Falls, Mass.

BRANCHES:

BOSTON.

SPRINGFIELD,

NEW YORK,

PHILADELPHIA, 916 Arch St. CHICAGO,

604 Atlantic Ave.

40 Dwight St.

83 Chambers St.

52 State St.

SYRACUSE, 423 So. Clinton St. BUFFALO, 28 W. Genesee St. DETRIOT, 254 Jesterson Ave. SAN FRANCISCO, 114 Second St.



In which is Incorporated "The Wheel" and the "American Cyclist."

Published Every Thursday
By

THE GOODMAN COMPANY.

123=125 Tribune Building.
(154 Nassau Street)

NEW YORK, N. Y.

TELEPHONE, 2652 JOHN.

Subscription, Per Annum [Postage Paid] \$2.00 Single Copies [Postage Paid] . . . & Cents Foreign Subscription \$3.00

Invariably in Advance.

Postage stamps will be accepted in payment for subscriptions, but *kot* for advertisements. Checks. Drafts and Money Orders should be made payable to The Goodman Company.

Entered as second-class matter at the New York, N. Y., Post Office, September, 1900.

General Agents: The American News Co., New York City and its branches.

Change of advertisements is not guaranteed unless copy therefor is in hand on SATURDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, MARCH 5, 1903.

The Value of Enthusiasm.

As a great sage has remarked, man is an imitative animal; consequently he is easy to lead in almost any desired direction. Only give him the right cue and he will follow blindly.

The dealer who goes about it right can do much to induce his customers to follow a certain course of action. Let him "make a poor mouth" about the business, and about cycling as well, and the customer will chime in with him and govern himself accordingly. An apologetic tone taken by one will be copied by the other, and so it will go down the line, getting more and more doleful as it travels.

There are dealers who take just the opposite tack. If they are not able to enthuse quite as much as in the old days they at least go part way. Cheerfulness is depicted on their faces instead of sadness. They are bright, breezy, buoyant. Optimism fairly oozes out of them, the influence of the spring days, with their sunshine and promise of warmth to come, being plainly apparent.

It does not require much thinking to tell which reception will have the better effect on the customer.

In a measure he is as clay in the hands of the potter when he brings his old crock in to have it put in ridable condition for the ensuing season. With the Jeremiahlike dealer he will fall to commiserating upon the decline of the pastime, and very likely end by deciding to have that puncture of long standing looked after, or that broken handle grip replaced; not daring to coufess that he had actually thought of having the machine refinished and retired. In fact, he will feel like apologizing for riding at all, and if the dealer talked to him a little longer he might even decide to forego that.

How different it would have been if he had fallen into the hands of a dealer full of confidence in the permanence of the pastime, imbued with the feeling that the darkest days had come and gone, and that the approaching season was to be the best in years.

Such a dealer could carry most riders off their feet with his enthusiasm. He would laugh at the idea of patching up the ancient machine; "put it in thorough good order," we can imagine him crying, "or, better still, put it by and invest in a modern wheel, one with the latest comfort conducing, labor saving features, that will be worth half a dozen of the archaic model now in your possessiou." Failure to carry his point is almost out of the question if the arguments were skilfully presented, if the truth were told about the new machines. They possess talking points. The trouble is that there are few to talk them, and, as stated, riders take their cue from tradesmen, and conclude that cycling has really gone to the demnation bowwows and that nothing will ever resuscitate it.

The way to disprove such rot is to invest your talk, your actions, your manner, with enthusiasm. No one ever made a successful salesman who did not believe in his goods, and bicycles, more than anything else, reflect the feelings of those who handle them.

Gloom of the "Job lot" Crowd.

Not for a number of years has the market for the cheaper class of machines been in such a healthy condition as at present, Prices are notably stiff, and there has been a marked appreciation in values during the past six months, and one that even yet is going on.

Two causes have made this condition of

affairs. One is the remarkable shortness of the supply of "job lots"; the other the steady demand that has prevailed throughout the winter. There were very tew machines available in the first place, and brisk buying has resulted in their being snapped up with such thoroughness that the market is now absolutely bare. One might go over the field with a fine tooth comb and find not a single "job lot" to reward him. As a matter of fact, searches of this kind have been made. One big department store has had its buyer out looking for anything in the shape of such wheels that could be secured, and he reports that there are none to be found. One bankrupt factory, seeing the opening, attempted to slip into it, but has been brought up short by the stringency of raw material.

,Under the combined influence of brisk buying and a short supply jobbing prices have advanced and are still advancing. One concern has increased its price on stripped wheels nearly 50 per cent in less than six months, and no surprise would be occasioned should they be given another boost; indeed, a further advance is extremely probable. The same story is to be told of complete machines of a slightly better grade. The advances have not been quite so great proportionally, but are quite marked, and the trend is still upward.

The conditions are such that a scarcity of wheels in these and other classes is almost certain to occur. The matter may even go further.

However this may be, there is every reason to look for a highly satisfactory selling season. A healthy demand undoubtedly exists all along the line, and it is already apparent that unusual efforts must be made at the factories if it is to be supplied with any reasonable degree of promptitude.

Such a situation cannot but be both gratifying and encouraging. It is a pretty good indication that the belief that price is everything, that so-called "cheapness" outweighs all other considerations, is passing.

Loyal Laborers These!

The rumor, none knows from wheuce it came, that Colonel Pope will open his purse to the L. A. W., is abroad.

Apparently sniffing it from afar has aroused symptoms of cockiness in the venerable secretary of the organization. At any rate the "good gray Abbott," who recently publicly confessed that it was a fat salary that first drew him into cycling service, and

who ever since has been kept in it by the same medlum, has found occasion to say some unpleasant things about The Bleyching World,

It is perfectly proper that "the laborer should thus try to prove himself worthy of his hire"—in Bassett's case probably \$10 or \$12 per week—but it would seem that he would temper his cockiness with caution when letters are in existence from the laborer at one time describing the League as dead and at another time threatening to "break it up" or secede and form a little league of his own in the event of his hire being taken from him.

The Bicycling World has no great regard for the L. A. W. as at present conducted, and has not hesitated to say so. But it has never preached or advocated secession, which is a great deal more than Abbott Bassett and the New Yorkers who dominate the pulseless remains of the organization can say. They constitute a flock of rare birds—so rare that if Colonel Pope has any idea of the sort credited to him, he will do well to look them over critically before throwing them crumbs or permitting them to peck at his purse.

Advertising That Helps.

"The sentiment instilled is of more importance than the knowledge conveyed."—Paraphrase.

A directory may be interesting reading for some, but the subject changes so frequently that most persons are not inspired with any sentiment by a perusal of it. They do not remember even the names and addresses they discovered.

What may be termed the directory style of advertising, the printing of a card stating the business, name and address, seldom leaves an impression. Unless done on a very extensive scale, with the sole purpose of making the name known, such advertising is had advertising.

"Bill Bumptious, Bieyeles," as an "ad" is one that would arouse only a languid wonder as to whether the name was appropriate to the person. "Bill Brown, Bicycles," would not arouse any thought.

To arouse thought, to instil sentiment in the direction of bicycle riding should be the object of advertising, at this time of the year especially. Advertisements now should say something that will whet the desire for riding, will cause to rise up in the mind a picture of the country and of smooth roads traversed by silently rolling wheels. It seems as if this admonition should be re-

peated daily to the retailer. Some of them are so in the rut of the directory style of advertising that only dynamite or a derrick would get them out of it. Others, though, there are who do heed reminders, and to them this is addressed.

The Bicycling World, from time to time, has published sample "ads." such as those that appear on this page, for the benefit of dealers, and of manufacturers,

The Best Tonic

for "that tired feeling" and for half the ills to which flesh is heir is outdoor exercise. The best outdoor exercise is that to be had on a bicycle, and the best bicycle is the ——. We have been in the bicycle business long enough to know. If you'll drop in, we'll be pleased to make plain the superiority of the ——.

Why Stuff Yourself

with pills or patent medicine when a bicycle will do you ten times as much good? Lack of outdoor exercise—lack of proper circulation, proper air, proper breathing—is the cause of half the world's ills, mental and physical. With a — bicycle, proper exercise is at your command when, where and how you will. Throw away your pill boxes and medicine bottles and ride more, and when you ride, ride rightly—on a —— bicycle, the best there is.

too. These have not been perfect, but they have carried the idea, which is that the "ad" should make a suggestion to the reader that would be a lasting impression. If you can hit upon some happy phrase that will stick in the memory so much the better; your name and business are pretty sure to stick with it. At any rate suggest something.

Just now the something should be that spring is here, and the cycling season is at hand, and that you have the supplies. Coupled with some thought of pleasure the name of Bill Brown will be remembered when otherwise it would not.

"Bicycles Are In Season."

Put that In your window and see to it that everyone gets the suggestion. Suggest, if you like, that pussy willows are out, that the arbutus soon will be, and that you have just the vehicle to carry one to where they may be found.

Suggestion is the essence of the best art in literature and painting. It does not require many words to suggest the pleasures and the benefits of cycling. Suggest them always in some phase or another. Help to make the people ride more and you will get your share of the business. You need not be afraid of being a philanthropist and keeping poor because you boom the sport generally. If you are the one that suggests the delights of riding you will be the one to get the business. Rest assured of that.

The advertising that suggests, that stirs thought, that makes a lasting impression, is the sort that has been used by all the big concerns that have built up millions of dollars worth of trade.

Inspire the thought of pleasure to be derived through riding; convince men and women of the benefit they may derive. Be timely, be concise and say something in your advertisements. Get away from the directory style and stay away from it and you will not have so much cause to growl about your advertising not bringing returns.

"Pop" Brewster added to the sunshine of this life. He contributed more than one man's portion to its smiles and laughter, and did it without "slopping over," without affectation, without sacrifice of self-respect. The sunshine which he shed was not artificial. While abundant, it was merely incidental to a useful existence dominated by sound common sense and a keen insight into human nature—an existence a goodly part of which was spent in the cycling service. In Cycling's Temple of Remembrance there's a generous niche for memory of "Pop."

Two features that used to mark the English bicycle were upward sloping to, tubes and extra long heads. Years have passed, and this traditional form has given way to a shorter head and a level or even a downward sloping tube. Perhaps some day insular designers will awaken to the fact that in these particulars, as in so many others, beauty lies in moderation.

If you have not yet received a copy of The Bicycling World's twenty-fifth anniversary number it is not yet too late.

TO MAKE BAD PLUGS SPARK

Vaiuabie Electrical Discovery and how it can be Turned to Advantage.

The discovery-which was originally made accidentally by some workmen in the Panhard et Levassor factory in Paris-that a sparking plug which has become foul by grease or oil becoming burnt upon its business end, to such an extent as to totally prevent sparking, can be made to act perfectly well by the introduction of a gap between the external end of the sparking plug and the extremity of the wire conveying the high tension current from the coil is of vital interest to motor cyclists, says A. J. Wilson, the author of "Motocycles and How to Manage Them." Some crude experiments which I conducted have fully confirmed the correctness of this claim, plugs which had been thrown aside months before as hopelessly damaged being found to yield a perfectly good working spark under new conditions.

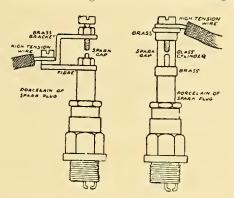
In some quarters, as might have been expected, we have been assured that the discovery was nothing new, as electricians have known for a long time that a current of the nature under discussion could be intensified by the creation of such a gap in the secondary wire—although no one has been able to explain why, if this knowledge was extant, no one had ever turned it to practical account, as has now been done.

Into the abstruse problem of why the electric spark behaves in the peculiar way that it was found to do it is not here necessary te enter. All the cyclist need understand is that it is found in practice that, under various conditions of defectiveness, a sparking plug which will not ignite a charge of gas under normal conditions will immediately do so with perfect effectiveness when the external gap is introduced. Moreover, no specially made apparatus is necessary, We have arranged a practicable gap by merely tying the end of the high tension wire with a bit of string to a convenient part of the frame in such a maner that the extremity of the wire was held within one-twelfth of an inch from the extremity of the sparking plug, and the result was perfectly satisfactory; although there is, of course, the risk that such a loose arrangement may, with the vibration of the road, result in the wire terminal shifting to a position too far away from the plug for the current to jump across the gap, so that it is desirable for a more steady and secure method to be adopted; and already there are several contrivances upon the market which accomplish the purpose in a workmanlike manner, two being shown by the accompanying illustra-

One, styled the Phlarix, consists of a base plate of vulcanized fibre with a hole drilled through it, by which it can be attached to the end of the sparking plug and secured thereto by the screw which is provided for the attachment of the wire. A screw is then provided on to which the secondary wire is secured, and a piece of brass bent at right angles is provided with an adjusting screw, by means of which the size of the gap between its own end and the end of the sparking plug can be varied. When this appliance has been so fitted and the motor started a bright spark will be seen to jump across the gap from the brass of the Phlarix to the brass of the sparking plug.

Another appliance is designed to obviate the risk of the external spark occasioning a conflagration through gasolene leaking into its neighborhood. This latter appliance strongly resembles a sparking plug in general outline, having a cylindrical body of vulcanized fibre as an insulator, with a glass tube inserted inside it and a hole bored in one side to form a window, so that the spark which occurs inside the glass tube can be observed from the outside.

There is nothing new in the latter arrange-



ment, for we have in our possession an appliance of an exactly similar character formed of a glass tube with brass ends, through either of which a screw is passed so that the length of the spark gap inside the tube can be varied. This we have bad for upward of two years past. The purpose for which we had this made was solely as a telltale when testing for a defective current on a quad. By fixing the telltale on the outside of the sparking plug we were able to ascertain the presence and the degree of strength of the current up to the point where it reached the outside of the sparking plug; but it never occurred to us at the time that such external gap could do more.

Not only will this external gap be of use in correcting the defective action of a foul plug, but it often happens that when there is a perfectly good current couveyed to the sparking plug, the current fails to produce explosions, or produces them only intermittently, because of some derangement of the sparking points inside the engine, or, again, it may happen that the current is continuous but feeble, and when tested with the sparking plug removed from the engine there may appear to be a perfectly good spark when exposed in the open alr; but when the plug is replaced no spark occurs, or only an insufficiently powerful spark occurs under compression; the presence of the external gap-producing appliance enables the motor cyclist to test these possibilities. A weak

current will jump the gap when the plug is in situ, provided the outer screw be adjusted so as to make but a very small gap, requiring but a short spark; but when the serew is withdrawn it will be found that the larger the gap becomes the more frequently will the spark miss, until there will come a time when the gap is so large that no spark whatever will jump the gap. If then it is found that quite a long spark-say, as much as one-eighth of an inch-will jump across the external gap without missing, it may be at once concluded that the current is amply powerful, and that the defect must lie in the sparking plug itself, which can then be removed for examination.

To Test Compression.

When a motor is suspected of faulty compression all the outer probabilities, the spark plug joint and the valves should be tried, the first and most likely point being the compression tap or valve, next in order being the joint between the cylinder and the combustion head, though in many of the recent motors the compression tap has been abandoned as no longer necessary where an exhaust lift is fitted. The valves will rarely be at fault in a new engine, but, if suspected, should be very lightly ground at the seating with crocus powder or specially fine emery; but it is better to avoid emery altogether.

A good method of testing for an air leakage through a joint or fitting is to get a friend to hold up the engine on compression while the flame of a candle is passed slowly over the suspected joint, as the smallest leakage of air under pressure will disturb the flame; but it is obvious that this experiment must be conducted in a still atmosphere.

If there should be no trace of external leakage at any of the points named, and it is yet possible to revolve the engine by hand grip on the pulley with any degree of ease, it is fairly clear proof that the cylinder bore or the piston ring fitting is at fault, the air leakage from the combustion chamber being through or past the piston rings into the crank chamber, though, as already mentioned, a new engine should not be absolutely condemned on this score until it has had sufficient actual work to smooth down the surfaces of cylinder wall and piston ring.

Wanted Pure Metal in his Motor.

It was at the Philadelphia automobile show that a strapping uegro approached the space where the Indian motor bicycle was on exhibition. First he asked for the dimensions of the bore and stroke. Then he looked critically at the cylinder and said:

"I don't like that; that's competition metal."

"What?" queried the man in charge.

"I say that's competition metal, isn't it? It's not pure metal, I mean."

"Oh, no!" returned the attendant, "that is not competition metal—it's beyond competition, that motor."

Folly of 26-inch Wheels.

In the endeavor to reduce weight sorely perplexed designers frequently turn to 26-inch wheels; rarely, however, do they yield to the temptation and adopt them.

The reasons are obvious. If weight saving were the only object sought there would be no hesitation. The saving is considerable. A few ounces are reduced from the spokes and rims, a slightly greater number from the tires. Then the frame and forks add a very little more to the tally, and the paring policy comes to an end. A pound or two has been gained, and some designers think this justifies the change. Among English makers, where the featherweight movement is in full swing just now, there is a tendency to use 26-inch wheels, the Rudge-Whitworth being a conspicuous example.

But experience demonstrates pretty conclusively that the game is not worth the

It was not until a wide range of sizes had been given an exhaustive trial that the 28-inch diameter was adopted as the standard. At first 36-inch and 34-inch wheels were used, then they dropped to 32 and 30-inch, stopping at the latter for quite a while. In fact, 30-inch wheels were long believed the best all-round size, and they have undoubted advantages. But when these are weighed in the balance against the greater weight and larger frame and forks entailed by their adoption, it is seen that the net result is a loss and not a gain.

Just so, although in a different way, with

the 26-inch wheel. It increases the vibration, and that is an evil we are trying to do away with. A machine with 26-inch wheels may be lighter and faster than one with 28-inch, but it certainly is not as comfortable; and its discomfort increases in direct ratio to the falling off in the road standards.

Importance of Saddle Tilt.

To some riders it is positive torture to ride with an improperly tilted saddle. The widest possible diversity of opinion exists as to the right tilt; one rider may prefer a level saddle, another one with the point lower than the rear, still another just the reverse of this. But the right position once found each rider sticks to it and steadfastly refuses to find comfort in anything else.

The Retall Record.

I.owell, Mass.—H. B. Shattuck & Son's store damaged by fire.

Boston.—Joseph Wing's shop damaged \$200 by fire. Insured.

Through Sleeping Car Line to Grand Rapids, Mich.

A Pullman Sleeping Car of latest construction is now attached to New York Central train leaving Grand Central Station at 4:00 p. m., daily, running through over the Michigan Central, arriving at Grand Raplds at 12:55 p. m., next day, connecting in Union Station for all points in Western Michigan. For information and sleeping car reservareservations inquire of New York Central Agents.

"Don'ts" for Salesmen,

Don't fail to get the address of a customer when possible. Don't let your interest lag. Don't hide from a poorly dressed customer. Don't converse with other clerks while serving trade. Don't forget that the more you know the more you are worth. Don't fail to be honest with your customers. Don't be a "knocker." Don't growl. Don't forget that a lot of small sales are as good as one big one. Don't think by watching the clock that the store will close any sooner. Don't fail to impress customers so they will ask for you next time. Don't lose your patience with a hard customer. Don't forget to introduce some other article to customers besides that which they bought. Don't fail to try and make as many extra sales as possible.—(Ex.

Pumping and Punctures.

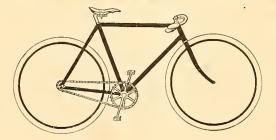
Tires require less pumping than they did formerly, or at least this seems to be the case. In the early days of the air tire daily inflation was by no means uncommon, but, of course, that was soon remedied, But within a comparatively short time it was considered unusual for a tire to go for more than ten days or two weeks without pumping. At present if a tire is not hard enough to ride at the end of that time it indicates either a puncture or a leaky valve. A month or six weeks does not seem to be an unusual time for it to go without needing pumping, and there are plenty of cases where that time has been much exceeded.

UNCLE SAM'S BICYCLE

STANDARD OF EXCELLENCE.

The LEROY of 1903 and ad finitum.

Daily capacity to amply supply your wants.



Styles and Models for every taste, size and pocket book.

MADE AND UNRESERVEDLY GUARANTEED BY

JOHN R. KEIM, = Bicycle Dept., = Buffalo, N.Y.

INQUIRIES EARNESTLY SOLICITED.

CYCLING MILLIONAIRES

How Their Purchases Were Brought About and Some of Their Peculiarities.

One of the oldest bicycle salesmen, in point of time of service, in this country after reading the story printed last week in The Bicycling World about the notables who ride, said:

"Reading through the list of names you mentioned, and striking that of James Stillman, brought to mind the way Mr. Stillman, who is president of the National City Bank,

"'Now, I want you to go to Mr. John Rockefeller and tell him I sent you to say that I want him to buy a wheel just like this one.'

"That rather stumped me, but I scented a sale and went to Mr. Rockefeller's office. A judicious use of Mr. Stillman's name got me an audience. When I had told Mr. Rockefeller my mission he laughed and agreed to the proposition. He said he would take a wheel and added:

"'Only I want one that will be a little better than Jim Stillman's. Fix one up for me somehow that will outcoast him.'

"I told Mr. Rockefeller that would be rather difficult, as Mr. Stillman, curiously

OVERCOMING FATIGUE

Part That Proper Eating Plays in Effecting Recuperation—Foods Recommended.

The danger of eating a heavy meal when exhausted is forcibly demonstrated by an English M. D., and the conclusion is drawn that athletes and racing men who desire to go on taking vigorous exercise immediately after food are correct in swallowing the most concentrated variety of food possible; but as a regular practice, and among other people, extreme concentration is a great



WHERE ORIENTS ARE MADE.

Some idea of the extent of the Orient factory at Waltham, Mass., and incidentally of Orient prosperity, may be obtained from the accompanying illustration, the large building at the left having been but recently completed and occupied. It is 110 feet long, 45 feet wide and three stories high. The whole-factory is now more than 400 feet in length,

exclusive of the separate building in the foreground and auxiliary buildings in the rear which do not show in the photograph.

did me a good turn the last time I sold him a wheel. He hought one with a coaster brake and all the latest improvements on it; in fact his wheel is burdened with different accessories until it weighs about forty pounds, and I cannot induce him to lighten it. He carries a heavy electric lamp, mudguards, a hand brake in addition to the coaster brake and heavy luggage carriers. He says that he rides for the sake of the exercise, and that the heavier the wheel is the more exercise he gets in going ten miles. He invariably rides just ten miles by cyclometer and considers that it gives him just the amount of exercise he desires. He reminds me of Robert Thallon, the well known organist of Brooklyn, who rides winter and summer with his wheel loaded with heavy contraptions, a big luggage case swung in the frame in particular. He rides for exercise to keep down flesh, but also for pleasure, and does not confine himself to short spins, but takes long tours frequently in summer time.

"But to get back to my story. After Mr. Stillwell had purchased his wheel he said to me:

enough, had requested before sending me to him that he should have the better coaster. Well, it was laughed away, this hitch, and Mr. Rockefeller placed his order. Then before I left him he said:

"'Now you go to Mr. William Rockefeller and tell him I want him to buy a wheel like these Stillman and I have bought."

"I protested that I did not know William Rockefeller and that he would think it cheeky of me, but he insisted that I go and tell him that he sent me. Well, I went and I sold another wheel. When you hear anyone talking about our money magnates and society people not riding, you can tell them its rot they are talking. I am selling to this class right along and I know that they are riding."

Why Women Slip Less Than Men.

The Irish Cyclist has discovered the curious fact that women cyclists slip less than men. This it attributes to three causes. First, they use lower gears, and undoubtedly a high gear conduces to sideslip; second, they pedal more lightly and evenly, and, third, they are lighter in weight and not so strong, and consequently the side thrust at each pedalling motion is not so great.

mistake. In regard to the best foods for recuperative purposes after fatigue, he says:

"Properly selected good fats are more economical, humanly speaking, than carbohydrates (starchy foods and sugar), and tend to be more digestible; the best fat is generally that of the pig, either as salt pork or as fried bacon fat (rejecting the lean if one tends to be dyspeptic). It follows, therefore, that the diet for the non-racing cyclist is the diet which suits him best as an ordinary man, increased in quantity according to his instinctive sensations, and taken mainly two or three hours before he begins to ride, and after a rest, when the ride is complete: A 'square meal' in the middle of the day is only to be indulged in if the total distance is too far to go without food; but riders, who require it, or imagine they do so, must rest before mounting again, till digestion is far advanced and the stomach virtually empty. A moderate 'picnic' of chocolate and biscuits all day long is useful in avoiding fatigue, but the quantity of nourishment taken should not be so large as appreciably to destroy one's appetite for comprehensive and enjoyable dinner at

Planning an Active Campaign.

Many centuries have already been ridden since the first of the year by the members of the New York Division, Century Road Club of America. A comparison of the records to date since January 1, 1903, with those of the last three years, shows that more riding is being done.

The formal opening of the century riding season will begin on Snnday, April 5, and there will be centuries thereafter every Sunday during the months of April and May. The route will vary each Sunday, and the pace will not exceed over twelve to fourteen miles an hour, giving all a chance to finish. The start each Sunday will be made from the Bedford Rest, Brooklyn, at 8 a. m., and will be under the guidance of the most expert pacemakers.

The first informal century, on April 5, will be especially attractive, as there will be a road race home from Hicksville, a distance of nearly forty miles. There are no entrance fees to any of the informal centuries, and all cyclists are invited to take part.

The fifth annual spring combination century and road race will probably take place in the early part of May, and for Decoration Day the greatest road race in the history of the C. R. C. of A. is being arranged.

Information in regard to the above events can be obtained from State Centurion Henry Veit, No. 445 Throop avenue, Brooklyn; Fred. Mommer, No. 59 Greene street, Manhattan; Charles Shoenart, No. 92 St. Mark's Place, Manhattan; C. E. Nylander, No. 48 Charles street, Manhattan; P. A. Dyer, No. 270 Bridge street, Brooklyn; George Seaward, No. 137 Norwood avenue, Brooklyn; C. Gregoire, No. 10 Vernon avenue, Brooklyn,

Spring Chaln Cleaning.

One of the first things a rider thinks of in the spring, when he brings his wheel out from retirement, is to clean and lubricate the chain. Take out the bolt and drop the chain in a can containing sufficient kerosene to cover the chain. Agitate the latter, take it out of the can and work the links, then put it back again to let the oil cut out what dirt remains. Then take another can, fill it with graphite, tallow or similar preparation, put it on the store to melt; then take off and drop the chain in it as before. Wipe the surplus lubricant off with a rag and replace the chain. Or your repairer will do all this for a small sum and save you the bother.

New Club in New York.

That rare occurrence, the organization of a new bicycle club, came to pass in New York last week, the Excelsior Wheelmen being the title of the newcomer. Its officers are William Sullivan, president; Joseph McElroy, treasurer; W. W. Salomon, secretary; Joseph Parenty, captain; Joseph Bernstein, first lieutenant; Phil Toale, color bearer, and Clarence V. S. Palmer, bngler.

Lawson Again Defeats Downing.

Jack Prinee's new coliseum track at Jacksonville, Fla., is proving to be such a success that already he is considering the advisability of building another grandstand. At the second day's meet, held last Sunday, more than 2,000 persons were present to watch the races.

The feature of the day was a five-mile paeed race between Gus Lawson and Hardy Downing, in which Lawson won by half a lap. The time was 10.07.

Gns Lawson rode a two-mile exhibition and made a record of 3.04 2-5 for the track.

In a one-mile point race, run in heats, John Bedell won out with 19 points; Floyd Krehs second, with 18 points, and Menns Bedell third, with 16 points. The summary by heats:

First heat—Floyd Krebs, first; John Bedell, second; Menus Bedell, third. Time, 2.21. Krebs led all the way from the start, and the order throughout was very much the same as in the final, Hans Larson and Hans Smith finishing last.

Second heat—John Bedell, first; Menus Bedell, second; Hans Smith, third. Time, 2.233-5. A feature of this heat was the spurt made by Hans Smith, who climbed into the lead for a short stretch, which he was unable to maintain. Krebs was fourth,

Third heat—Floyd Krebs, first; John Bedell, second; Hans Smith, third. Time, 2.28.

The special half-mile race between James F. Ryan and Warren Watson was won by Ryan. Time, 1.09 1-5.

An invitation boys' race followed, the entries being Neil Sheftall, Bert Campeljohn and Dexter Kelly. The race was for a half mile, and was won by Sheftall, whose time was 1.20.

Century to Celebrate.

On Saturday night the Century Wheelmen of New York will have a beefsteak dinner at their clubhouse, 444 Amsterdam avenue, to celebrate the eighth anniversary of the club, which, strictly speaking, fell on last Monday night, March 2. The committee of arrangements consists of William H. Mackey, chairman; William Brentscher, A. M. Wood, Charles Knight and J. C. Kaiser.

The Century Wheelmen have met with considerable success during the eight years since a few members of the then disbanded Lafayette Wheelmen meet at Sixty-sixth street and the Boulevard and decided to organize a wheeling club. The title selected was the Century Wheelmen of New York; club emblem, Maltese cross; club colors, maroon and white. The wheelmen have made their club name and their brown, braided uniform known from one end of the country to the other. They have advanced by easy stages from a clubroom at 938 Eighth avenue to their own spacious clubhouse on Amsterdam avenue.

Of the few organizers of the Century Wheelmen four are still active members—Matthew Gibb is captain and George J. Kraemer secretary. William P. Hepburn and J. T. Reppke, high privates, are the others.

Explosion of a Wild Story.

A curious yarn was sent ont by the Associated Press on Monday to the effect that chauffeurs and cyclists were going to meet to form a union. The story was that the pace makers and pace followers and chaffenrs regarded the twelve-track paced circuit as a "trust," that they were going to form a union and discuss matters of importance with regard to this trust and also with regard to the prizes paid to riders in the six-day race. What the chaffeurs had in eommon with the cyclists in these matters was not explained.

When the story was run down it was found that one of the little clique of New England soreheads, most of whom are under suspension, was in New York and had been talking vagne rot about the paced circuit to a reporter. This was Albert Champion, who has a grndge against Jim Kennedy and has been chiming in with the suspended manager Howe and the suspended McLean brothers in protests against the paced circuit. At the same time that the reporter not wise in the cycling game got Champion's howl, he heard a report about a meeting of chanffeurs to form a union, either from Champion or some other person, and he proceeded to jumble the two together to the confusion of the public.

There was no call for a meeting of cyclists and none was held unless Champion held one and formed a union by himself. The pace followers are now scattered all over this country and Europe, and there is not likely to be any convention of them.

Adopting the Football Idea.

Cycle riders following pace and men who ride the motors will generally adopt headdress and padding for the shoulders similar to that in use by football players. "Gussie" Lawson, a brother of Iver, with such a headdress, was saved from what might have been fatal injuries last fall at Atlanta. He fell on a projection, the motor jamming a hole deep into the leather headdress.

Pays Better Than Racing.

Some of the racing men who took positions as conductors on the Newark (N. J.) trolley lines last fall express the intention of remaining in their positions even after the riding season begins. The presumption is that they find it lucrative to be conductors. At any rate, they will be getting some of the bicycle following crowd's money when the cars begin to carry the people to the Vailsburg track.

Where the Color Line is Drawn.

Melvin T. Dove, the amateur Major Taylor, will desert the amateur ranks for professionalism. He will be compelled to rid in Europe, however, as professional colored riders other than Taylor will not be registered in America, through an arrangement between the American Racing Cyclists' Union and the National Cycling Association at the time of Major Taylor's admission.

MEANING OF "GOODWILL"

What is Constituted and Conveyed by That Much-Used Commercial Term.

When the expression "goodwill" is used in ecnnection with the sale of a business simply, and by itself, it means nothing more than the advantage which is possessed by occupying the premises tenanted by the predecessor in the business and the chance which is thereby given of the enstomers continuing to be attracted to those premises. Goodwill, however, is not confined to that, says the Ironmonger. It embraces every commercial advantage which the seller himself possessed of carrying on the concernthat is to say, everything connected with the premises or the name of the firm, and everything connected with or carrying with it the benefit of the business beyond the mere value of the capital, stock, funds or property employed in such business.

The term "goodwill" has no signification except in connection with continuing to carry on a business. Goodwill can never be sold apart from the business itself. It is not easily susceptible of valuation, if susceptible at all, and it must of necessity vary in value according to the nature of the undertaking.

It may readily be understood that there is such a thing as local goodwill. This arises from the habit which customers have of frequenting the same place when making their purchases.

Apart from any agreement whatever, the property in goodwill passes with the possession of the business premises and of the stock. The assignee (or purchaser) of these has a right to carry on the old business and to represent that it is the old business which he is carrying on. The right to the old business includes the exclusive right to the trade name, to the trade mark or trade marks, if any, and to any covenants entered into by the assignor (or seller) for the protection of the business. In a word, the assignee (or purchaser) of the business and goodwill becomes possessed of all rights other than the personal rights of the assignor (or seller); such personal rights embracing, of course, business capacity and skill.

Unless there is a stipulation to the contrary, the seller may set up a similar business next door to the one which he has sold, and may advertise to the effect that he was a member of the old firm; but he must not use any colorable imitation of the old firm's name, or use the trade mark, if any, or solicit the customers.

There should always he an express covenant in the contract of sale conveying the business and goodwill, restraining the seller from in any way dealing with the old customers.

As soon as a person has acquired the right to use the old firm's name, such person must not represent that he is the same person as his predecessor. He only acquires the right to represent that he is his legitimate successor. The purchaser may restrain by injunction the seller of the business which he has purchased if he attempts to infringe his rights.

It is not absolutely necessary that there should be an agreement in writing in order to convey the goodwill of the business, but it is very desirable that there should be one, and where one has been prepared all necessary restrictions should be inserted in it. It should be particularly noted that the word "goodwill" should always be inserted in such an agreement, as by using it it conveys the entire interest, including the property and effects of the business.

There may be a voluntary or involuntary transfer of goodwill. A voluntary transfer of goodwill may be made by bequest, by sale, by having a clause inserted to that ef-



NEW YORK BRANCH: 214-218 WEST 47TH STREET.

fect in the written agreement, and by mortgage.

An involuntary transfer of goodwill may be brought about by bankruptey, by death, by a dissolution of partnership or by the seizure of the premises by the mortgageor.

In order to recover damages for misrepresentation, the representation must have been fraudulent. The question as to what amounts to a fraudulent representation is a question of fact for a jury to decide.

Guessing the Bottled Balls in Boston.

The Boston Cycle & Sundry Co. has inaugurated an old fashioned guessing contest to attract attention to themselves and to further cycling interest. In each of their retail stores, the one in Hanover street and the one in Federal street, is a jar filled with ball bearings, and to those who guess nearest to the number of balls in the bottles the following prizes will be awarded: Motor bicycle, canoe, bicycle, pool table, athletic set and many other prizes.

If you have not yet received a copy of The Bicycling World's twenty-fifth anniversary number it is not yet too late,

MATTER OF MUSCLES

Originator of a Fatigue-Banishing System Sheds More Light on the Subject.

W. Macdonald Smith, the English physical culturist, who, in a lecture to cyclists, gave an outline of his fatigue banishing system, which he termed the "full contraction" principle of training, has returned to the subject, and in his most recent contribution says:

"At any moment of time any muscle in the body is either in repose, or it is partially or fully contracted. To contract is the only function of a muscle; and it does not contract and expand or extend alternately, after the fashion of a concertina, as some inexpert writers would lead one to suppose. Even the movement of putting out the tongue is not an expansion or extension of muscle, but the result of the contraction of the root of the tongue.

"The terms 'flexion' and 'extension,' which may cause confusion to some minds, refer to a joint, and not to a muscle. Bend your arm at the elbow—that is a flexion of the elbow joint, produced by contraction of the biceps, or of the Brachialis Antichus muscle, according to the position of the hand. Stretch out, that is, extend your arm, straightening it; that is an extension of the elbow joint, and is produced by the contraction of the triceps muscle. 'Flexor' muscles are those so situated as to bend a joint when they contract; 'extensor' muscles are those which by their contraction extend it,

"When any muscle contracts so as to flex or to extend a joint, it becomes shorter; its restoration to its original length is, however, a passive, and not an active, one. If after contracting the biceps and flexing the arm, I extend it, it is the contraction of the triceps which restores the biceps to its original length; the action of the biceps is a passive one. The triceps muscle is at its shortest with the fully straightened arm, When I flex the arm again, the triceps is passively restored to its original length by the flexion of the elbow, produced by the contraction of the biceps. To resume, flexion of a joint is made by contraction of a flexor muscle; extension of a joint is made by contraction of an extensor muscle.

"In certain movements of flexion or extension a muscle is contracted till it becomes as short as it ever can become in the body. Only under these circumstances is it a full-contraction of the description which the author discovered to be so eminently beneficial for the health of the muscle and of the body in general. You may contract a muscle till it is hard in many positions, and yet not obtain its full contraction. Bend your elbow full, with the palm of the hand turned full to the shoulder, and you have a full contraction of the biceps. Bend it fully, with the hand turned round, so that the back of it is nearest the shoulder, and you

have a full contraction of the Brachialis Antichus; the biceps is out of gear. Flex the elbow again fully, but with the thumb directed to the shoulder, and however hard you contract the mnscles, you get no fullcontraction of either, and the advantages of such a movement, even if frequently repeated, will be comparatively insignificant. It requires very careful study of the anatomical positions of each muscle, and careful application of certain mechanical prineiples to plan full contractions for all muscles in the body, many of which are of peculiar shape, with fibres running in different directions, and the action of which is not by any means as obvious as that of the flexors or extensors of the elbow."

The Thumb as a Tire Gauge.

Barring a pressure gauge, which few, if any, riders possess, the best way to gauge the amount of inflation a tire should have is to try it with the thumb. Practice makes perfect, and one soon learns to judge to a nicety when enough air has been pumped in the tire. The average person's thumb should be able to depress the tire slightly when it is fully inflated; otherwise it is too hard for comfortable riding. Thumb pressure is certain to differ, however, and the rider with a big, strong hand must be careful not to make his thumb the standard, else he will have tires as hard as iron.

To Rig a Coasting Cyclometer.

If one wishes to take account of the distance coasted—with a coaster brake machine, of course—and decides to fit up an ordinary cyclometer to his rear wheel, he will find the fitting of a pin to the sprocket wheel, as a trip for the star wheel of the cyclometer, the most difficult part of the job. It will pay to intrust the job to a regular repairer. But if the rider wants to do it himself here is the way to go about it:

The sprocket wheel must be first softened by the blow pipe where intended to place pin. Just under a tooth is best, the metal being thicker. When softened drill and tap for a 3-32-inch pin. Harden ring, taking care it does not "warp," and screw in pin tight. The slight twisting action of the star wheel on pin will prevent it from working

Remove the Rust.

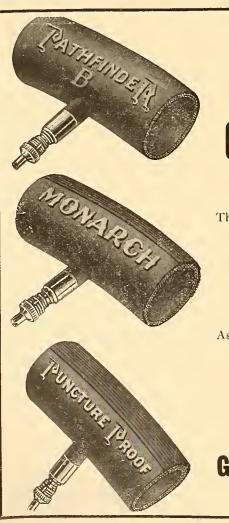
If you did not take the precaution to oil or grease the spokes of your wheel before putting it away for the winter you had better examine them carefully before giving the machine much use in the spring. Rust and steel—even when the latter is nickelled—are sworn enemies, and the former will eat its way into the spokes and weaken them. One broken spoke gives the others more work and increases the danger of more

breakages. With two or three spokes gone the entire wheel is so weakened that serious damage is pretty certain to result from a ride. It is much better to have the matter looked after at once, as then a stitch in time may save a fair sized repair bill.

Testing the Tire Cement.

Tire cement is a gay deceiver, and its ways are past the understanding of the average rider. Sometimes it will retain its "life" for two or three seasons; and again it will not go through a whole season without crumbling away and losing entirely its adhesive qualities. There is no safe rule in the matter, and the only way to see how things are going is to examine the tire and rim carefully at regular intervals. Grasp the tire firmly with both hands and rock it gently to see if it is firmly seated on the rim-that is, if the cement is actually gripping the tire. Go all the way around in this manner, and if the result is not satisfactory roll the tire off the rim and examine the eement. If it crumbles and has no adhesiveness it is a foregone conclusion that it needs to be cleaned off and fresh cement applied.

"The Motor: What It Is and How It Works." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York.





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Mems. of the Racing Men.

It would be interesting to know the mileages in training and in competition of the leading cracks for each year. Olley, who is one of the best long distance men in England, rode over 10,000 miles last year.

"Eddie" Bald is at West Baden, Ind., where he is taking good care of himself, with a possible trip to Europe before him. Bald is waiting at present for an offer which will be attractive enough to draw him across the water.

There will be no Yale University bicycle team this year. The expense of maintaining the team for the last few years has exceeded the amount allotted by the Yale Athletic Association, and this year's allowance will hardly suffice to meet the indebtedness incurred.

"Jimmy" Michael has reached Paris, where he at once started work for the cycle racing season. Michael will ride free lance in Europe. It is probable that he will not return to America for the season. He has a number of engagements, carrying him well into the summer.

"Plugger Bill" Martin, Frank Beauchamp and Palmer will return to America for next season's racing. Martin has not ridden in form since his return to the antipodes, but is doing nicely in New Zealand at present. Palmer raced in this country at Salt Lake City last season and won some honors.

Floyd MacFarland is on the list as one of the substitutes for the national paced circuit. MacFarland, when not actually required to fill in on the circuit, will ride in sprint contests. Two other substitutes in addition to MacFarland will be in readiness at any time to fill in for those riders who may be ill or injured.

George Leander has injured his chances in the race for the paced championship in this country by making a contract which calls for his presence in Europe between May 15 and June 15. The paced circuit along which the championship will be decided starts on June 3, and Leander can enter that circuit only as a substitute.

Jed Newkirk, who with Jacobson gained second in the six day race at Madison Square Garden, will shortly resign his position as salesman for a Chicago music house and go South to prepare for the year. Newkirk is anxious to follow pace and plans to go to Europe to compete in the proposed six day team race to be run on the Buffalo track in Paris in July.

Burton Downing, a brother of Hardy Downing, the professional cycle rider, is coming East this season. Lace Downing nay also come with Burton. These two boys were the amateur kings of the Pacific Coast last season and the season previous. They took all first and second prizes and frequently got inside record time. Both are still amateurs, and will remain as such.

That Maxim—

"It is Better to be Sure Than to be Sorry,"

never applied with greater force than to motor bicycles, for with them the sorrow when it comes, comes in fine, large, expensive chunks.

It follows that for the man who would be absolutely sure, there is but one choice—

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Ask the man who owns one, or, in fact, anyone who knows anything at all about motor bicycles; they'll all bear witness to the truth of our assertions.

We have a catalog and an instructive little booklet bearing on the subject that we'll be pleased to forward to all who seek real profit or pleasure in motor bicycles. What are you looking for?

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DEFENDS THE DISK

Australian Sings its Praises—Nevertheless it has Failed to "Catch on."

From far off Australia a correspondent of the Bicycling World, Edward Tozer, of Melbourne, writing under date of January 6. when the Antipodean season was at its height, writes to take exception to the assertion made in these columns that the disk adjusting bearing long ago reached its culminating point.

"Your article on discarding disk adjusting ball bearings in the July 17 issue of the Bicycling World I perused with great interest, but I cannot agree with the general tone of it, because I have seen much success with the use of bearings disk adjusted," be says. "The success of these depends on good workmanship, shape and material; greater accuracy is necessary than in the cone and cup pattern. One great advantage that the disk has over the cone in bracket bearings is that either of the disks can come out of the shell to about one-fourth inch, and the axle will not rock up and down; it will slip from side to side only, and no loss of power is felt. There are many other reasons, but it is not necessary to enumerate them here.

"It has long been a surprise to me that American manufacturers have not before this seen the advantage which the disk adjusted bracket offers; it seems strange to me that they are content to stick in the old groove in this respect, so unlike them generally. I feel that theirs is the loss, and they may yet realize it.

"Re, the hub it must be viewed differently, as it is a revolving portion of the bicycle and is more liable to loosen. Nevertheless, there are many reliable disk adjusting hubs in existence, and when properly made there is no better wearing hub, and surely none that gives less trouble.

"In motor bicycle construction I think this system is invaluable. I have some in use and have thoroughly proved their efficiency, and should be sorry indeed to know the day when the disk would be put out of use. One reason mentioned as a cause for its abolition is that the public does not understand the adjustment of the disk bearings. Do they understand properly the adjustment of any ball bearings? A small number may, but my experience is that the amateur adjuster of bicycle ball bearings is one who ruins many of them before he finds out that he should let an experienced hand do this for him.

"I quite agree that the expense of production (in some cases only "the hub in particular") has kept them from becoming universal. This is where the hub differs from the bracket bearings—in making the latter the cost is less, in the former it is greater; but it is the utility that I am considering, not the cost of production; that is another question, and if carefully considered they would probably be on equal terms."

To prove that the battle of the disk adjusting bearing has been fought and lost one has but to cite the events of the last half dozen or so years. They may be prefaced by saying that English practice still holds to the disk adjusted crank bracket almost as a unit, but balks at the disk adjusted hub, using it only in a minority of cases. In this country the disk adjusted bracket is still employed by a number of makers, but by no means a majority; white for the hubs the cone adjusted type is used almost to the exclusion of the other type.

The adjusting disk came from England, and at one time looked as if it would become universal for brackets and common for hubs. But it never quite came into its own. It was halted early in its career owing to a variety of causes. Chief among these were the constructional expensiveness and the greater complication of the disk bearing. It is only fair to say that the latter came into

notice first. Many riders did not take kindly to the disk. They were accustomed to the cone adjustment and objected to any change. Makers who tried to convince them of the superiority of the new type met with only a moderate amount of success. At the best it was uphill work, and at the worst utter failure. Later, when the decline set in, whatever chances of success the new bearing might have had were swept away.

In the end it resolved itself into a question of whether it was worth while. Refinement can be carried too far, and good enough will frequently be found to suit most persons. The cone adjusting hearing is simple and thoroughly understood, while the disk type is slightly more complicated and new. Summed up, these facts explain the result.

The Week's Exports.

Antwerp—8 cases bicycle material, \$150. British Australia—108 cases bicycles and material, \$4.224.

Bremen-2 cases bicycle material, \$100.

British Possessions in Africa—54 cases bicycles and material, \$1,124.

British West Indies—10 cases bicycles and material, \$242.

British East Indies—23 cases bicycles and material, \$330.

Cuba-3 cases bicycles, \$130.

China—11 cases bicycles and material, \$255.

Chili—1 case bicycles and material, \$42. Colombia—2 cases bicycles and material, \$44.

Dutch West Indies—2 cases bicycles and material, \$33.

Glasgow—7 cases bicycles, \$125; 3 cases bicycle material, \$58.

Havre—123 cases bicycles, \$1,809; 16 cases bicycle material, \$1,477.

Japan—63 cases bicycles and material, \$3.072.

Liverpool—1 case bicycle material, \$136. London—3 cases bicycle n aterial, \$57.

Mexico-1 case bicycles and material, \$25. New Zealand-101 cases bicycles and material, \$5,305.

Portuguese Possessions in Africa—2 cases bicycles and material, \$53.

Turin-6 cases bicycles, \$90.



The Week's Patents.

720,800. Speed-gear for rear-driven bicycles. Frederick C. Haste, London, and James A. Wilding, Old Charlton, England, assignors to themselves, and Charles Williamson Milne, Bayswater, England, and William James Davy, London, England. Filed June 9, 1902. Serial No. 110,884. (No model.)

Claim.—1. A two-speed gear consisting of an axle, a sleeve adapted to rotate on the axle provided with an eccentric, a casing adapted to rotate on the sleeve and provided with internal teeth gearing with the toothed ring, a driving-plate mounted on the axle and provided with a hole, a pin on the toothed ring working in the hole in the driving-plate, and a means for locking the sleeve to the casing or to a fixed part of the gearing.

721.146. Outer Cover for Pneumatic Tires. Joseph Butler, Altrincham, England, assignor of two-thirds to William Bell, Knutsford, England. Filed October 21, 1902. Serial No. 128,098. (No model.)

Claim—1. An outer protecting cover for the air tubes of pnenmatic tires comprising a canvas or fabric foundation, a rubber serving secured thereto, said rubber serving being formed with a sunk tread by individual and independent leather strips separately secured in said sunk tread, said individual leather strips abutting angularly end to end, said sectional layer of strips extending around circumferences of the cover within said sunk tread and an outer jacket or serving of rubber shrouding said embedded layer of leather strips, substantially as described.

721,167. Bicycle Seat Support. Charles E. Eddy, Schenectady, N. Y. Filed April 26, 1902. Serial No. 104,766. (No model.)

Claim—1. In a bicycle seat support, the combination with depending outer tubes having a cross connecting member adapted to be secured to the seat post, of inner tubes adapted to support the saddle, which telescope within the outer tubes and interposed between the lower ends thereof and the lower ends of the inner tubes, and headed members connected to the bottoms of the outer tubes and extending up centrally through the springs and passing loosely through the lower ends of the inner tubes with their heads lying within said inner tubes, whereby the inner tubes are guided in their movements and prevented from detachment from the outer tubes.

721,199. Speed Indicator, Clarence E. Kelly, Anderson, Ind., assignor of one-half to William E. Forse, jr., Anderson, Ind. Filed October 18, 1901. Serial No. 79,169. (No model)

Claim—1. In a speed indicator, the combination with a casing, of an indicating device, a hollow arm carried thereby, a wheel turning on the hollow arm, a rod running through the hollow arm, an inclined rib carried on the rod within the wheel, radial partitions within the wheel forming a passage in which the inclined rib is situated, and a centrifugally operating weight lying in said passage and acting on the inclined rib.

721,200. Speed Indicator. Clarence E. Kelly, Anderson, Ind., assignor of one-half to William 11. Forse, jr., Anderson, Ind. Filed November 14, 1901. Serial No. 82,205. (No model.)

Claim—1. The combination of a rotary carrier, a centrifugally operating part carried thereby, an inclined rib bearing on said part,

a spring in connection with said rod, and an inclined member adjustably bearing on the spring to vary the tension thereof.

721,437. Coaster Brake. Charles Glover, New Britain, Conn. Filed June 24, 1902. Serial No. 142,972. (No model.)

Claim—1. In a coaster brake, a wheel hub, bearings at the ends thereof, a plurality of brake shoes located within said hub and between said bearings, means for moving said brake shoes outwardly, a driver, an extension therefrom projecting into said hub, oppositely arranged pawls operated by said extension, a frame pivotally carrying said pawls, said frame having limited rotative movement relative to said driver extension.

721.438. Coaster Brake. Charles Glover. New Britain. Conn., Filed December 4, 1902. Serial No. 133,806. (No model.)

Claim—1. In a coaster brake for bicycles and other vehicles, a driver, a hub, a stationary sleeve, a brake actuator coacting therewith, a brake member mounted on said sleeve, a second brake member coacting with said first named brake member, means for operating said brake actuator to throw said brake members into engagement with said hub.

721,511. Bicycle Rest. Emanuel S. Gamber, Ellwood, Pa. Filed June 17, 1902. Serial No. 112,077. (No model.)

Claim—The combination with a bicycle, of a lamp bracket comprising a band having clamping ears engaged by a clamping screw, the said band having eyes at diametrically opposite points above the lower edge thereof and a front pair of vertically disposed sockets spaced apart from each other, a lamp yoke having its terminals fitted in the said sockets, and tubular supports having eyes at their upper ends loosely ergaging the eyes on the band and provided with extensible legs terminating in semicircular feet, whereby the lamp bracket and supports may be simultaneously applied to and removed from the bicycle frame.

721,598. Bicycle Coaster Brake. William H. McCormick, New Westminster, and Robert D. Macphail, Vancouver, Canada, Filed August 14, 1902. Serial No. 119,633. (No model.)

Claim—1. In a biclcle drive mechanism as described, a fixed axle, having conical bearings at each end, a drive sleeve rotatably mounted upon said axle having engagement therewith at its ends only, a drive sprocket at one end and a spiral feather integral with the other end of said sleeve, a wheel hub rotatably mounted at its ends on said drive sleeve to provide a chamber or space between said drive sleeve and wheel hub, a clutch member mounted on said drive sleeve and having engagement with the said spiral feather, said clutch member having a conical surface on the outside thereof, the aforesaid hub having a conical surface on the interior thereof, said clutch surface adapted to tightly engage said hub surface when the sleeve is driven in a forward direction whereby to lock the sleeve and the hub into operative engagement with each other for the purposes described.

721.343. Bicycle or Like Vehicle. Angie E. Travis, Springfield, Mass., administratrix of Charles L. Travis, deceased. Filed December 8, 1902. Serial No. 134,368. (No model)

Claim—1. In a brace or support for bicycles and like vehicles, the combination of tubular shells arranged to telescope one within the other; springs inclosed in said tubes and arranged to be compressed or to expand simultaneously; and a close fitting piston interposed between the springs and supporting one of said springs.

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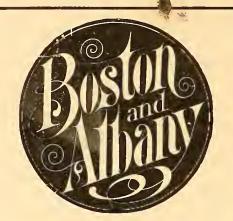


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The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVI.

New York, U. S. A., Thursday, March 12, 1903.

No. 24

MORE TIME AND MONEY

A. B. C. Receivership Extended and More Cash Granted—Stock Still Depositable.

On Thursday last Judge Kirkpatrick, sitting in the United States Court at Trenton, N. J., issued another of the customary decrees authorizing the three receivers for the American Cycle Mfg. Co. to continue the business for a period of three months after March 11, 1903, on which date the receivers were first ordered to report.

In their petition for this extension of time the receivers make public an interesting array of figures. When they were appointed the only available funds amounted to \$20,-528.87; since then, from the sale of product and from other sources they have received \$1,212,635; including the \$500,000 borrowed on receivers' certificates; \$1,149,570 has been expended for merchandise and pay rolls, \$47,497 for insurance, taxes, rent etc., leaving but \$36,000 available for the conduct of the business. To wind up and report now would deprive the stockholders of the corporation of bicycle sales of \$350,000 during March, \$800,000 during April, and \$750,000 during May, which sums, it is estimated, will come in within thirty days after each month's sales.

The receivers, after noting that \$250,000 is needed for pay roll, etc., during the month of March, asked that they be authorized to issue \$250,000 additional receivers' certificates, which certificates shall constitute a part of the \$750,000 of receivers' certificates authorized by Judge Kirkpatrick's former interlocutory decree, and of which but \$500,000 have been issued. To this petition Judge Kirkpatrick also agreed and authorized the issuing of the \$250,000 receivers' certificates.

As to when the property of the corporation will be offered for sale, nothing definite is obtainable.

"It may be within six hours, six days or six weeks," is the language used by one in position to know when the question was put to him by a Bicycling World man. "It all depends on the lawyers. Nothing can be done until they get their papers in shape for presentation to the court. They are at work on them now, but how much time it

will occupy I doubt if they themselves can say."

This same authority made light of the assertion that stock that had not been deposited with the reorganization committee within the time limit set had been outlawed.

"I think I can safely say," he remarked, "that the Central Trust Co. will still receive and permit deposits of stock from any and all who pay the \$9 assessment levied by the reorganization committee, and will extend to them the same offer of new preferred shares that was originally made. It may be that the trust company will exact a small premium, but I am not certain on this point. However, if I had stock to deposit I would not hesitate to deposit it. The new company, I am firmly convinced, will prove a money maker."

Eager on Export Error.

E. G. Eager, who recently returned from a tour of the Orient in the interest of Goodyear tires reports satisfactory results. Honolulu, he states, is still a good market for bicycles and tires, while Japan is, of course, one of the best there is. The advertising of export prices Eager found to be a serious mistake made by many exporters. With scarcely an exception, Eager says, the more important import houses refuse to handle such goods, the publication of prices making every Tom, Dick and Harry of whatever size too wise for the big concerns to do business at a profit.

About Solars and Keck.

The Badger Brass Mfg. Co.'s new eastern depot, at No. 11 Warren street, this city, is now fairly ready for business; and good business is being done, too. L. J. Keck, who is in charge, states that not for three years have the sales of Solar lamps reached such proportions, orders now in hand being 25,000 to the good. Incidentally, he admits that despite the rush of business he has induced an Indiana lady to agree to change her name to Mrs. L. J. Keck. The event will occur about the time June roses begin to bloom.

Woodard now Convalescent.

O. J. Woodard, New York manager for the Diamond Rubber Co., who was dangerously ill, has recovered sufficiently to go South for convalescence.

NO JOB LOTS, THEY SUE

Amusing Situation Due to an Over-Shrewd Effort to Supply a Peculiar Demand.

Quite the most amusing trade situation that has developed in some time has grown out of the attempt of a bankrupt Syracuse factory to again break into the bicycle business. Seeing the scarcity of "job lot" bicycles, its owners thought to make up several thousand and work them off in the usual channels, P. A. Williams & Co., of Springfield, Mass., contracting to market all or nearly all of the output. The factory owners, however, reckoned without regard to the stringency of raw material, and as a result have found it impossible to make deliveries. Meanwhile, Wilfiams & Co. had engaged Walter A. Towne to act as their traveling salesman, but failing to secure goods failed to make use of his services. Now Towne is suing Williams, and Williams is threatening to sue the Syracuse parties. Where it will all end no one can prophecy.

Not so, Says Walker.

Manager Walker, of the Columbia factory, at Hartford, states that the report that factory operations were somewhat retarded and shipments somewhat delayed by scarcity of material, must have been due to misunderstanding.

"We are well supplied with material," he says, "and well prepared to take care of our trade. We are making good shipments daily and have been doing so for the past two months."

England's Big January Increase.

In striking contrast to the sharp decline in exports which marked the American shipments in January, England began the new year with an increase of some \$156,000—in exact figures £81,497, as against £51,047 in January, 1902. It was the largest January total since 1898.

Andrae Finally Quits.

The Julius Andrae & Sons Co., Milwaukee, have finally quitted cycle manufacturing and disposed of their remaining odds and ends. The fact, however, is cause for no surprise, the Andrae people having long since ceased to be a factor in the business.

CULVER'S DARE-DEVIL

Ingenious Contrivance That Makes the Loopthe-Loop Look Tame by Comparison.

The latest cycling sensation devised for theatrical purposes is a genuine thriller, which has been invented by the former trainer and manager, Charles R. Culver, of Springfield. Thus far it seems to be unnamed, but it has been put before the public at a vaudeville performance, and has proved to be a "hit." A picture of it is shown herewith.

In this new creation of Culver's the loopthe-loop idea has been carried to a length hitherto unconceived. Two loops are used instead of one, and two riders perform at one time, practically running a race, the loops being independent one of another, although side by side in the same framework. Another novel feature is that instead of being stationary, the loops are true wheels swung on a central axle, and they keep in motion as the riders pedal. Ordinarily the loop has been made without pedalling, through the impetus gained by a rush down au incline. On the Culver machine the dizzy trip around the circle is effected wholly through the men's own efforts.

Starting at the bottom of the circle, they begin their ride side by side on wheels equipped with coaster brakes. As they pedal forward the big wheels begin to revolve from beneath their tires, turning in the opposite direction. After a good spinning speed has been attained by the big wheel the riders suddenly apply their brakes and are carried backward up toward the top. When near the top the riders release their brakes and pedal forward furiously. They come down the slope with a bewildering rush, and, keeping up their pedalling make the circuit of the loop, going around and around several times.

The first public exhibition of the device was given at Springfield, Mass., on March 2, when a theatre audience was spellbound by the act. It is estimated that when the riders are making the descent of the loop they move at the rate of two miles a minute. That does not matter. The point is that as a spectacle the act is exciting in the extreme.

"Tom" Butler and Frank Cadwell were the riders at the Springfield theatre, and of the performance a spectator said:

"It certainly is a marvellous exhibition. One does not care which of the riders is supposed to win, it is only the exhibition of dare deviltry that attracts and hold breathless attention as the riders swing around and around, upside down, in the double circle."

The apparatus consists of two circles fifteen feet in diameter hung on ball bearing hubs supported by three heavy iron standards. Each circle weighs 1,000 pounds and the standards 1,000 pounds, making the weight of the entire apparatus about 3,000 pounds.

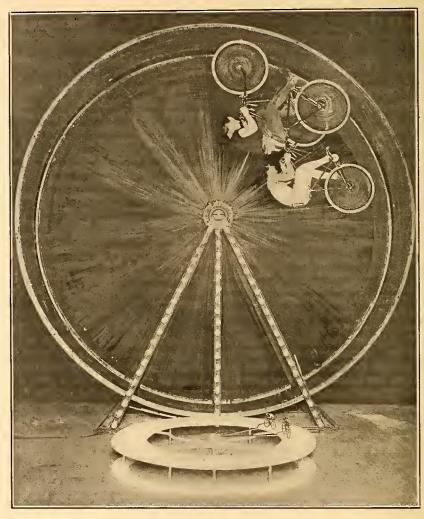
The rims, or floors, of the circles are about three feet in width, and it is on these that the men ride. These rims are attached to the hubs by a dozen thin steel spokes. In addition to the two large circles there is a small track connected with them. A pulley is attached to the hub of each large circle, and belts running through these are attached to a countershaft on the floor. The countershaft operates two small figures

said that it would be possible for the men to ride the circles backward, but it would be impossible for them to overcome the resistance of the revolving circles and ride forward. Mr. Culver persisted, however, and has proved the experts wrong.

Sunday Racing May be Stopped.

Just at present there is serious doubt whether or not there will be Sunday races at the Vailsburg, N. J., track this season.

The election there last Tuesday resulted



mounted on miniature bicycles. When the riders in the big wheels cover a quarter of a mile the figures circle the small track once, this track being six feet in diameter.

Mr. Culver has been working on his invention for the last three years. For the last twenty years he has been connected with cycling in one manner or another. He built the Worcester Coliscum track, and has managed that and also the one at Charles River Park. Back in the 80's he was a prominent racing man.

His new invention has been patented in the United States, Canada, Australia and all the principal countries of Europe. A company of Springfield capitalists has been formed, and three sets of apparatus will be built in addition to the one now in use. One will be taken to Australia, one to England and one to France.

Mechanical experts when shown the plans

in a choice of Alexander Maybaum for Mayor, and now C. B. Bloemecke, the track lesee, and Fred Voight, the manager, are wondering what they are going to do.

The new Mayor and Mr. Bloemecke have been open enemies for years, and it was Bloemecke who ran the campaign of the caudidate for Mayor against Mr. Maybaum,

It is considered a foregone conclusion that the Mayor-elect will either issue an edict against the Sunday races or will put so high a license on the sport as to be prohibitive. With a higher license, but one not too high, the Sunday racing will be continued, but it will not be started as early as formerly by a month—that is, not until the last of May.

If the Sunday racing is prevented by an ordinance or a prohibitive license fee, it is probable that electric lights will be put in and racing run one night a week instead of on Sundays. In fact, so likely does it seem that the Sunday races will be barred that the manager already is calculating the cost of lighting.

CELEBRETIES WHO CYCLE

Washington's Long List of Distinguished Persons who use Bicycles Regularly.

Washington, March 9.-Those who imagine that this city's army of notables has permitted golf or the automobile or the horse to diminish their use or appreciation of the bicycle should undeceive themselves. It is not too much to say that in not only no other city in the country are there as many prominent devotees of the bicycle as are to be found in the capital city of the nation, where the conditions for cycling are nearly ideal, but that quite as many, if not more, of them are actually riding bicycles to-day than in the days when cycling was the reigning fad. The fact that they are still riding is not, however, exploited in the columns of the daily papers, and so the general public has come to believe that they have given up the bicycle.

Diplomatists who are stationed in Washington have long been familiar with the joys and pleasures of wheeling, and scores of them from Ambassadors down to the attaches constantly use the bicycle in getting about or as a convenient means of exercise. Of these Baron L. Hengeimuller von Hengervar, the Austrian Ambassador, and his wife, one of the most beautiful women in the diplomatic set, have long been most faithful devotees. Even the cold weather does not cool their ardor, and it is only when the roads are impassable that they are not seen out in the suburbs. Dr. M. Garcia Merou, the Argentine Minister, is another one of the faithful, as is Pierre Rogestvensky, of the Russian Embassy, whose recent marriage to Miss Martha Hoy, daughter of Commander Hoy, of the navy, was one of the big events of the season. The hilly roads leading to the Chevy Chase Club have no terrors for Lieutenant H. von Rebeur Paschwitz, of the German Embassy, for he is one of the hardiest riders in Washington. Even M. Y. Chung, of the Chinese legation, is no slouch as a cyclist, and can surmount the steepest hills around Washington. Count de Lichtervelde, the Belgian Minister; Captain Baron Fersen, of the Russian Embassy, J. P. Pioda, the Swiss Minister, and Countess Cassini, the beautiful niece of the Russian Ambassador, are regular evelists.

In the army set are many cyclists, one of the most enthusiastic being Lieutenant General Nelson A. Miles, the head of the United States Army. General Miles is president of the National Capital Automobile Club, and takes a great deal of interest in automobile affairs, but he still has a warm spot in his heart for his bicycle and uses it constantly. General Leonard C. Wood, who achieved much fame as the military governor of Cuba, and who enjoys the distinction of being one of President Roosevelt's closest friends, has no less than four bicycles, from which he derives much pleasure and benefit. His interest is such that if he does not take one or two of them with him to the Philippines, to which station he will soon depart, it will be a matter for surprise. Hon. W. C. Sanger, Assistant Secretary of War, is quite devoted to his bicycle, as are Colonel F. A. Roe, Colonel W. P. Hall and Major Averill.

When on a cruise Captain Charles D. Sigsbee, U. S. N., always takes a bicycle with him, and has had the pleasure of wheeling in nearly all the civilized countries of the world. When the ill-fated Maine was sunk in the harbor of Havana in 1898, Captain Sigsbee, who commanded the vessel then, had on board a bicycle, which went to the bottom with the ship. A few weeks later divers working in the sunken vessel came across this wheel, which they brought to the surface, and later it was exhibited as not the least interesting of the Maine's relics. Captain Sigsbee is still an enthusiast,

When the cares of state weigh heavily on him, A. A. Adee, Assistant Secretary of State, loves nothing better than a spin into the country on his bicycle; in fact, it is doubtful if in all Washington there is a more enthusiastic wheelman than Mr. Adee. He goes to Europe every summer for the sole purpose of riding through the Black Forest of Germany, and with his camera and his bicycle Mr. Adee says he gets more real pleasure and benefit out of his vacation than any other government official.

Of ministers of the Gospel who find health and pleasure and convenience awheel there are many, two of the most prominent divines in Washington, Rev. Dr. Hamlin and Rev. Dr. McKim, being among the number who make constant use of their bicycles.

Reginald de Koven, the noted composer; Representative George B. McClellan, of New York, son of the famous general of that name; Representative Burleigh, Senator Bacon, of Georgia; Philander Knox, son of Attorney General Knox; Civil Service Commissioner W. D. Foulke, M. Takahira, of the Japanese Legation; Vinson Walsh, son of the Colorado multi-millionaire; Jerome Bonaparte, a lineal descendent of Napoleon Bonaparte; Henry Aspinwall, the artist; ex-Senator Chandler, of the Spanish Claims Commission; Truxton Beale, ex-Minister to Persia, and Brewster Remey, son of Admiral Remey, are among those who may be mentioned as regular users of the bicycle.

President Roosevelt has never ridden a bicycle since he has risen to his present high station, but all of his children ride and are often seen awheel. They are familiar with all the good rides around Washington, and naturally attract much attention. A detective, also awheel, always is in close attendance.

Col. Pope at a Club Event.

In celebration of their eighth anniversary the Century Wheelmen of New York had a beefsteak dinner last Saturday night, at which Colonel Albert A. Pope was a guest of honor and the chief post prandial speaker, He had a rousing welcome,

FOR NATIONAL ORGANIZATION

New York Motor Cycle Club Makes First Move in That Direction—Reasons for It.

- As has been several times remarked, the peculiar nature of the motor bicycle, which by a twist of the wrist or the shift of a belt, is instantly changed from a self-propelled to a muscularly driven bicycle, has left its status open to wide discussion and weighted the future with interesting probabilities.

Realizing the fact the New York Motor Cycle Club last night took the initiative in an effort to safeguard the interests for which it stands. The move took the form of the appointment of a committee of three to obtain an expression of opinion from other motor cycle clubs and unattached riders as to the desirability of effecting a national organization.

The fact that the inactive L. A. W. has done nothing since adopting a resolution "recognizing" motor cyclists a year ago, and that the automobile organizations are intent only on promoting and safeguarding their own interests, was made plain; this, coupled with the rapid increase of laws which, while designed to apply to big cars are either impossible or can be made to bear with undue weight on motor bicycles, induced the New York club to take action.

If the expressions obtained make evident that a national organization of the sort is wanted, the idea is to issue a call for a convention of motor cyclists at some central point during the early summer, and there bring the organization into being. The committee intrusted with the preliminary step is composed of E. L. Ferguson, Dr. F. A. Roy and R. G. Betts, respectively the vice-president, secretary and governor of the N. Y. M. C. C., the last mentioned being the chairman of the committee.

At last night's meeting it was suggested that the president of the L. A. W. be communicated with to ascertain whether that body purposed doing more than enact resolutions, but ex-Captain Moskovics nailed the suggestion hard.

"In this city," he said, "there is a letter in evidence from the head of the L. A. W., stating that there was not life or interest enough in the organization to form a division of even twelve members for the recent Silver Jubilee parade. In the face of such a confession it seems to me that further letter writing will mean merely delay and a waste of good ink and postage stamps."

Hill Climb for Motor Bicycles.

The New York Motor Cycle Club has definitely decided to hold a hill climbing contest as the first open event of its spring programme. The date and rules were left to a committee of which Captain Roland Douglas is the head. A one day run from New York to Philadelphia and return is among the other projects under consideration.



WE WANT LIVE DEALERS TO PROSPER WITH US.

A RHODE ISLAND CUSTOMER WHO HAS BEEN IN BUSINESS 20 YEARS WROTE US IN AUGUST, 1902:

- "Your wheel has given the best satisfaction of any I have
- "ever sold. It embraces the largest number of really good
- "features of any wheel I know."

NATIONALS

ARE NOT LIKE OTHER BICYCLES.

THEY ARE REALLY SPECIALTIES IN BICYCLE CONSTRUCTION.
AN OLD NATIONAL RIDER WANTS ANOTHER NATIONAL
WHEN HE BUYS A NEW BICYCLE. THIS IS THE SECRET OF
THE STEADILY INCREASING SALE OF NATIONALS.

National Cycle Manufacturing Co.

BAY CITY, MICHIGAN, U.S. A.

FISK

Bicycle Tires.

FISK RUBBER CO.,

Chicopee Falls, Mass.



In which is Incorporated "The Wheel" and the "American Cyclist."

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, MARCH 12, 1903.

How to Stop the "Knocking."

Whenever anything inimical to the bicycle occurs the fact is recorded and commented on at length. It points a moral and adorns a tale, the long and short of which is that the once universally used machine has gone into a decline and fall compared to which that of the Roman Empire was as nothing.

The dismantling or sale of a bicycle factory, the closing of a store or repair shop, is made the occasion for instituting a comparison between the past and the present. The factory may not have turned out a bicycle for years, the dealer or repairman have simply followed his usual custom of closing for the winter; but the fact is either unknown or ignored. It squares with the opinion of the writer, which is that cyclists and cycles have practically disappeared, and its real meaning is suffered to escape.

This substitution of surmise for knowledge, of rumor for fact, is well known, and yet it is rarely challenged or combatted. Those in a position to set the matter straight are silent. The misapprehension is permitted to

exist, in spite of the fact that there are dealers in every town able to give an authorative denial to the distorted stories, and who would be listened to with respect and have publicity given to their views.

Occasionally, however, there is found a dealer more intelligent, more alive to the importance of having matters put in their right light. They take the trouble to act. Of this class is G. H. Westing, the well known dealer of Indianapolis, Ind. An editorial in a local paper, the News, appeared under the caption of "The Vanished Wheel." Using for its text the much discussed and distorted failure of the "bicycle trust," the article made sweeping and ill-advised assertions regarding the falling off in the use of the bicycle. Immediately Westing sat down and wrote a reply. After pointing out some of the errors the article contained, he went on to quote statistics in support of his contention that the bicycle is still in extensive and regular use in Indianapolis.

"The number of licenses taken out in this city should serve as a criterion to prove this," he said. "Since 1897 the licenses have been: 1897, 15,102; 1898, 18,854; 1899, 23,253; 1900, 22,667; 1901, 19,076; 1902, 17,645 (up to October 18). It is estimated that at least 10,000 bicycles are ridden by children under fifteen years, who are not required to have licenses, and people who have not complied with the law. This makes a total of nearly 30,000 bicycles used in Indianapolis at the present time.

"Large bicycle storage rooms in the downtown district now keep open all the year around, where five years ago they closed up in the fall. This proves that, while the fad may be over, the wheel is used more than ever for convenience and business purposes. The bicycle will always hold its own as the most useful and most generally used vehicle ever invented."

It is a pity there are not more Westings. They could render incalculable service in combatting the widespread delusion that exists, to the effect that the use, and of course the sales, of bicycles has fallen away to almost nothing.

That such is not the case is easily demonstrated. Touching upon the subject a couple of weeks ago, in commenting on the absurd story that the Remington Arms Co. had discontinued the manufacture of bicycles because the demand had entirely dropped off, we took occasion to state the facts. We stated that there were 540,000 bicycles sold in this country last year, a number much in excess of the sales of all other transportation

vehicles combined. The year was not an exceptional one, and its sales are likely to be exceeded in this and the following years. Yet uninformed writers continue to speak of the "passing of the bicycle," and to draw lessons from the causes that led to its disappearance.

The truth is than an immense gulf exists between the facts concerning bicycles and the popular impression on the subject. For this state of affairs the trade is in a considerable measure to blame. Its members have for years been on the defensive, permitting all sorts of wild talk to pass unchallenged. They have acquiesced in the non-publicity policy that has been adopted by many newspapers. They neither contradict erroneous statements that appear regarding the business nor furnish local papers with information and arguments that would refute these statements; and this in spite of the fact that the great majority of them would give the communications space if not actually welcome them.

It is the aggressive policy that wins, not the defensive one The sayings and doings of a few thousand automobilists fill the public prints to-day, but the millions of cyclists are left almost without a chronicler. It is a condition that could be quickly changed if the proper efforts were made.

One Field Poorly Tilled.

It has long been a wonder to keen observers that a more vigorous and fruitful campaign has not been conducted with the object of extending the use of the coaster brake. There are tens of thousands of machines still fitted with fixed gears that could be, with the proper effort, changed into the newer form, with benefit to their owners and to the marked advantage of the trade in general.

After the merit of the coaster brake had become recognized there was a very general disposition evinced to adapt it to old machines. For nearly two years dealers and repairmen were kept busy with alterations of this kind, and made quite a nice little thing out of it. Then the volume of such business began to fall off, and of late it has been nearly non-existent. Many purchasers of new machines specify the coaster brake. But the great majority of those who stick to their old mounts remain in ignorance of the blessings conferred by this device, which has been truly termed the greatest boon conferred upon cycling since the pneumatic tire made its appearance.

Some of this indifference, although not all.

is due to the lack of push on the part of the trade. The prejudice against the coaster brake still exists among many riders, but it is by no means as general nor as pronounced as it once was. A large number—perhaps a majority—of those still outside the breastworks are amenable to reason, and if the matter were properly presented to them they would in all probability give the coaster brake a fair trial; and this is all that could be asked or is needed, for it would tell its own story in the most convincing way possible.

It will be recalled that when the pneumatic tire first came in the work of changing over the existing machines from solid to air tires went on, never stopping until all had either been so fitted or discarded. This came about in spite of the high cost of the work; a cost which ranged all the way from \$40 down to \$12 or \$15.

That something approaching this result could be brought about with the coaster brake is extremely probable. There are some riders who will have none of it; and it is even possible that their number is considerable. But it is equally certain that they are in a decided minority, and would not materially affect the result.

The matter is worth a fairer trial than it has yet had, and a concerted move would be almost certain to accomplish much good.

Memorles of Some Tradesmen.

Many tradesmen have both long and short memories. They remember the "boom" years when they were taxed to supply the demand that came almost without effort. But they forgot that the volume of sales to-day is considerably in excess of any except these same boom years, and that it fluctuates very slightly.

It is true that both the selling methods and the character of the sales have undergone considerable change. The retailer, and especially the retailer in the cities and large towns, has had much of the ground cut from under his feet. His sales have shrunken in number, and the basis on which they are made has changed for the worse. The old expensive establishments can no longer be maintained. The "fizz" Is all out of the cycling bottle, and modest dealings with the strictest watch over expenditures are absolutely necessary.

But there are still sales to be made and profitable business to be done. We have in mind one small town of about 10,000 inhabitants where one dealer last year disposed of

almost 250 machines; and of another even smaller where more than 200 were sold. It is doubtful whether even in 1895 or 1896 the figures exceeded these.

In both cases cited trade in the surrounding country was a very important factor. Nor was the business obtained by waiting for customers to come to the store and make their purchases. Both dealers canvassed their territory thoroughly, and it is probable that if a balance were struck it would be found that the urban population accounted for slightly less than half the total. But that, instead of being a drawback, is rather an advantage. The farmer's money is just as good as that of the town man's and sometimes it is a great deal surer to be obtained.

Trade of this kind belongs to and naturally falls to the energetic dealer who is willing to face present conditions and turn them to his account.

SUGGESTION FOR A SEASONABLE AD.

Never Felt Better

in your life than when you rode a bicycle regularly—did you? That's what they all say. Then why not shake off that tired feeling and use a bicycle again? The combination of outdoor exercise, fresh air and sunshine will brush cobwebs from any brain and put new vigor in any body. Drop in and inspect the bicycles we have for your consideration. There's a lot of newness in them.

Side Lines Settled.

During the winter just ended there was noticeable a more general stocking of side lines by cycle dealers than has yet taken place. It was as if many of the trade realized at last that something of the kind was necessary; that during the off season a paying line or lines must be found, or there would be no "on" season to follow.

We have been particularly impressed by the tendency to stock such a seasonable live as lighting supplies—Welsbach goods in particular. Burners, mantels, shades, tapers, etc., these have apparently sold readily, and yield sufficient margin of profit to make their handling pay well. But the best point in their favor is their timeliness. Goods of this kind are staple during the long months when the bicycle is under an eclipse dovetailing to an extent that is almost without an equal.

For a long time retailers groped in the dark for side lines that were money makers. The need of such lines was very apparent, but it was not easy to fill it. Many mistakes were made, and frequently matters were made worse by injudicious selections and bad handling.

The worst of that has passed, however. The dealer who was forced by necessity to discover side lines has found them ere this or he has got out of the business. It is now only a question of stocking the most desirable goods.

When not to Overdo Cycling.

There is nothing that will do so much to disgust a cyclist as to overdo riding in the spring. To start out with a long spin, getting home thoroughly done out, takes the edge off the enjoyment of riding if it does not kill it entirely.

Nevertheless, the temptation to do this is strong, and many riders succumb to lt. At the start everything goes well. The rider is fresh and strong, feeling as if he could ride ferever; and he goes farther than he intended out of pure delight at getting out on the roads again. When he makes the turn for home he has half the journey before him, and is already feeling the effects of fatigue. Perhaps he gets the wind in his face, too, and has to pump against it all the way back. Long before the starting point is reached riding becomes hard work. He feels like "chucking" it, but plugs doggedly on, ending thoroughly tuckered out and feeling as if he did not want to ride again for many days.

Much better is it to make his first rides short and finish them with something "up his sleeve." To reach home feeling sorry that it has been reached is to insure zest for other rides.

The discovery of how a foul or broken spark plug can be made to do service by merely interrupting the electric current and providing an outside gap affords but a foreglimpse of the developments that are in store that will add to the serviceability and perfection of the motor bicycle. There may never occur another such discovery as the pneumatic tire, but at that prediction is none too safe.

While the mail order house still remains to decreasingly vex the legitimate cycle trade, the department store is now hardly even an unpleasant memory. If the wind has blown some ill, it certainly has carried some good with it.

DEPLETING RACING RANKS

Peculiar Cause That is Inducing Many. Men to Foresake the Track.

"One thing that is hurting the cycle racing game," said F. Ed. Spooner, manager of Joe Nelson and also the Charles River track, "is the scarcity of chauffeurs."

"The racing men are preferred above all others for the operators of fast automobiles. This is because they have proven themselves to be the best men in the business. They have remarkable nerve, quick wit and the knack of thinking and acting at the same time. They get this in racing on the track. Most of the men are also pretty handy mechanics. A great many of them have a thorought acquaintance with the small gasolene engines that they have on motor cycles and quickly pick up what there is to learn about the gearing of a big car.

"In consequence of their peculiar fitness for the work and the preference of automobile owners for experienced racing men, some of the best of them are being drawn from the cycle track by the offer of an easy job and good wages all the year around.

"There are two managers of big automobile establishments in New York who sell high powered motor cars to millionaires who come to me occasionally and say they want a good racing man for a chauffeur, and want me to pick him out. One of them made a demand only yesterday. I don't like to see the ranks of the riders thinned out, but on the other hand I don't like to see a man lose a good job. Usually though it is the second or third rate racing men who take such positions. They make splendid chauffeurs, although they have not speed enough to be big money makers on the track.

"The star riders will not consider propositions to become chauffeurs. They make on the track than they can get for operating any car. Some of the men who dou't win much at riding refuse because they consider the work two much in the nature of a servant's, but the scarcity of chauffeurs, as it increases, does threaten more and more the fields of the profession—also who have the far marks in handicap races."

Butler and Moran Win in Florida.

The races at the Jacksonville, Fla., track last Sunday resulted as follows:

Two-mile handicap—Nat Butler, scratch, won; Moran, scratch, second; John Bedell, 20 yards, third. Time, 4.22.

Ten-mile open—Moran, won; Krebs, second; Amos Bedell, third. Time, 22.16.

The entries in both races were: Nat Butler, Hardy Downing, Amos and John Bedell, Frank Galvin, Hans Smith and Hans Larson, Jimmmy Moran, Flooyd Krebs and Eddie Root,a

Gussie Lawson, paced by his new motor cycle, "Bonanza," made a mile record of 1.27 1-5 for that track.

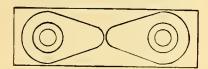
Globe-Girdling Jap Reaches America.

H. Nakamura, the Japanese cyclist who is making a "dead broke" tour of the world, and who fhree months ago was reported in Liverpool preparing to sail for this country, finally turned up in Boston last week. Although his heavily loaded bicycle attracted much attention there, and is sufficient to make him an object of curiosity anywhere, nothing has since been heard of hfm.

Makes Bad Plugs Good.

Speaking from the standpoint of the motor bicyclist, if the Funke "interrupter" does not become as popular and as universally in evidence as the tire repair kit it will be surprising, indeed; the "interrupter" is likely to prove even more invaluable and oftener used than the tire repair outfit, its price, 50 cents at retail, assuring it wide sale.

The Funke device, marketed by A. H. Funke, No. 325 Broadway, New York, is de-



signed to turn to practical use the recent discovery that no matter how foul the spark plug a spark and explosion can be secured by interrupting the circuit and providing an external gap to be jumped by the current. That it is far simpler than any of the foreign devices the illustration, which is of actual size, makes plain. It consists of layers of mica into which are eyeleted two copper fingers, as shown. In one eyelet the end of the plug is secured, in the other the end of the high tension wire. The outside and visible spark jumps from the tip of one finger to the tip of the other.

During the last week the Funke "interrupter" was tested by disinterested parties not only on oily and sooted plugs, but on one in which the porcelain was cracked, and also on an old and badly circuited and "spitting" mica plug, and in every instance it worked like a charm, the outside spark, and, of course, the all important explosion, being obtained with unfailing regularity.

Corson at the Boston Show.

At the Boston Automobile and Cycle Show, which opens on Monday next in Symphony Hall and continues one week, the veteran E. H. Corson will have a brave display of motor cycles and accessories. He will not only show the spring frame Merkel and the full line of Mitchells, including, of course, the new Mile-a-Minute model, but will have a combination motor tandem which he had built to order. That the Corson motor bicycle stand—the only one worth having—and the Corson Kantstretch belt and other accessories will also be exhibited goes without saying.

"How to Drive a Motocycle." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York.

N.C.A.'S NEW INCORPORATION

Why and How the Organization Came to Take out Papers in New Jersey.

It aroused considerable curiosity when it was announced recently that the National Cycling Association had been incorporated in New Jersey, because everyone knew that it had been incorporated a couple of years ago and supposed that was the end of it.

The explanation is that while the N. C. A. is not a commercial enterprise, nor an organization for money making, but simply a federation of clubs and other organizations, it had to issue stock and maintain offices in New Jersey, the same as industrial enterprises. Recently the State law was changed so as to make possible the incorporation of a body of clubs without stock issuance and other red tape and to get rid of troublesome formalities, the N. C. A. was reincorporated under this new law, that is all.

The articles provide that the association shall consist of bicycle track owners, incorporated cycle clubs and duly accredited representatives of the American Racing Cyclists' Union. No membership fee will be charged to the latter, but for other members the fee varies from \$10 to \$50 per annum. The registered office of the association is at No. I Montgomery street, Jersey City, and the incorporators are James Westervelt, Amos G. Batchelder, Theodere Rurode, Geo. A. Wardell and George W. Flaacke, Jr.

The stated objects are: "The direction of bicycle racing, the prevention, detection and punishment of frauds therein, uniformity in the government of the sport and the methods of conducting race meets." The trustees are Charles B. Bloemecke, Newark: C. R ss Klostermau, Baltimore; Patrick T. Powers and George W. Flaacke, Jr., Jersey City, and A. G. Batchelder, New York.

Pictures Persons Would not Permit.

"If it were in my power," remarked C. A. Persons, of the Persons Mfg. Co., the other day, "I would not permit to be displayed even the picture of a bicycle with drop handle bars and a hard-as-a-brick saddle. There is nothing pretty or inviting about them, and to very many people they suggest that cycle manufacturers are still catering to the back bending scorehing brigade. It wouldn't make a particle of difference to me whether we made the saddle or some one else made it, so long as it was a comfortable appearing one and not suggestive of torture. I tell you it's a matter of more moment than most makers fancy."

What the Public is Learning.

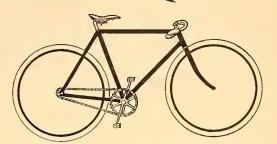
People are fast learning that "cheap" goods are dear at any price. Experience teaches that in buying one must pay a fair value if he would have an article that will prove utilitarian or that has wearing qualities, says Printer's Ink.

UNCLE SAM'S BICYCLE

STANDARD OF EXCELLENCE.

The LEROY of 1903 and ad finitum.

Daily capacity to amply supply your wants.



Styles and Models for every taste, size and pocket book.

MADE AND UNRESERVEDLY GUARANTEED BY

JOHN R. KEIM, - Bicycle Dept., - Buffalo, N.Y.

INQUIRIES EARNESTLY SOLICITED.

WHEELS WHEN YOU WANT THEM

WE HAVE THE LARCEST FACILITIES OF ANY PLANT IN THE COUNTRY.

ARNOLD, SCHWINN & CO.,

MANUFACTURERS OF

WORLD BICYCLES

JOBBING WHEELS A SPECIALTY

945-961 North 43rd Avenue, CHICAGO, ILL.

ROAD RULES DEFERRED

Much-Hauled New York Ordinance Again Discussed and Action Again Postponed.

Cyclists and other road users assembled in the City Hall last Friday afternoon to attend what it was intended should be the last hearing on the "rules of the road" ordinance before the law committee of the New York Board of Aldermen.

By taking the original set of rules introduced by him a little more than a year ago and grafting to them some of the ideas contained in the rules offered by William C. Eno and the changes suggested from half a dozen other sources, Alderman Oatman had managed to present an ordinance which the committee thought would be acceptable to all. The speed limit, which had caused the greatest hitch, was fixed at eight miles an hour in the city streets and fifteen miles an hour in the outlying districts.

Borough President Jacob Cantor, however, thought the hearing should be postponed a week in order that every one might study the amended set of rules. President A. R. Shattuck of the Automobile Club, said that he approved of the ordinance as it was, but thought it might be improved by inserting a rule preventing wagons and trucks from stopping on Broadway during the busy hours of the day.

Josiah Pumpelly, of the West End Association, said that some provision might be made for hitching horses. Alderman Oatman explained that hitching posts were illegal. This line of talk was pursued for a while and it was then decided to have a final hearing next week.

Prior to the hearing on the traffic ordinances, the same body of road users had a hearing before Borough President Haffen relative to road improvements in The Bronx. Two petitions were presented, one for the repaving of Jerome avenue from the Central Bridge to Van Cortlandt Park, and the other for the rapid completion of the sewer work in Broadway north of the Kingsbridge road. Different persons urged the necessity of these improvements and President Haffen gave assurances that both pieces of work would be done with the utmost expedition.

Who's "Sprinkling" the Legislature?

Pretty good evidence that street sprinkling by contract is profitable in New York was furnished when a bill was introduced in the Board of Aldermen placing the charge of this whole matter with the Street Cleaning Department. The bill was suddenly sidetracked and a substitute introduced, under which the old contractor could continue the work. Certain aldermen for some reason became very zealous in behalf of this measure, and it was passed, but vetoed by the Mayor, who didn't get "sprinkled."

Now a most interesting thing has happened at Albany. Street Cleaning Commissioner Woodbury put a bill in the hands of Senator Plunkitt to introduce that provided for the sprinkling of New York City streets to be done by the Street Cleaning Department. In some mysterious way the bill has been altered so that it does not so provide, but permits of the old contractor getting in again.

Lobbying at the State capital is more expensive than at the New York City Hall, and again it is suggested that sprinkling must be profitable.

Where Early Motocyclists Were "Made."

"That picture of the Orient factory at Waltham published in last week's Bicycling World should be sufficient to bring back to not a few men memories of their first attempts at motor cycling," remarked a former Boston man. "It is less than four years ago, but it seems a great dealer longer, that I took my first lesson in that factory yard.



NEW YORK BRANCH! 214-218 WEST 47TH STREET.

There were no motor bicycles then-only Orient tricycles—and nearly every other fellow that visited the place was invited to 'try his hand.' A track about twenty or thirty laps to the mile had been worn in the turf, and it was on this that the greenhorn made his essay. The factory men all 'had it down fine,' and could circle around in fine style, leaning far off the saddle to one side, but the novice who attempted it usually had a hair raising and heart thumping time of it. I know I did. There was a high fence around the yard, and many of the pickets bore evidence of no gentle contact, while in one place there was a nole that looked as if it had been made by a cannon ball. I forget who was the unfortunate who charged into the fence at that point, but I have several times regretted that I did not get a picture of it. As an exhibit of the early days of motor cycling that break in the Orient fence would prove eloquent evidence in later years."

"Tap-twiddlers" is a designation for motor bicyclists that comes from England. It is necessary to explain that the English are given to terming as "taps" what Americans call levers.

VOTE WAS A TIE

As a Result, A.C.C. Will not run irvingtonfillburn—Resolution About Jersey Road.

A serious difference of opinion among the delegates of the Associated Cycling Clubs was developed over the question of whether or not that organization should run the Irvington-Millburn race. The matter was argued about until after midnight at the March meeting, held last Monday night at the rooms of the Monroe Wheelmen, and when a vote by rollcall finally was taken it resulted in a tie. Eleven clubs were represented, and the two delegates from one club voted differently, making the vote five and one-half on each side. President Joseph Oatman, who presided, declared the motion "not carried."

George C. Wheeler, chairman of the streets and roads committee, made a report containing interesting news concerning highway improvements, which in part was as follows:

"The Board of Estimate and Apportionment have at last approved the specifications for bituminous macadam and authorized its being laid on Seventh avenue, between 110th and 120th streets, and on St. Nicholas avenue, from 124th to 155th street. It will soon be advertised, and the work ought to be done in the early summer.

"President Haffen says that repair work on asphalt pavements will be started as soon as the weather is settled. Work has been started on paving Elm street, south of Great Jones street. The greater part of heavy trucking will soon be diverted to this new, wide street, giving more room for bicycles and other light vehicles on Broadway."

The office of secretary-treasurer, that was left open at the annual meeting, was filled by the election of Robert Robinson, of the Prospect Wheelmen. The following resolutions were adopted:

"Whereas, The road 'across the meadows' from Jersey City to Kearny, known as the Belleville Turnpike, has for many years been in a condition disgraceful to any civilized community, and such as entails torture not only for bicyclists, but for users of practically all other vehicles, be it

cally all other vehicles, be it

"Resolved, That the Associated Cycling Clubs of New York view with warm approval the efforts now making looking to its improvement, and, on behalf of thousands of New York wheelmen, who are cut off from the fine roads of Hudson, Essex and other counties by the absence of a good connecting highway, urge that the Jersey conscience be quickened and that the improvements being sought shall be granted; and

"Resolved, That a copy of this preamble

"Resolved, That a copy of this preamble and resolution be sent to the Board of Freeholders of Hudson County, N. J."

It is about settled that the Century Road Club Association will run the Irvington-Millburn road race this year. R. A. Van Dyke, president of the association, says that the freeholders have assured the officers that the application of the C. R. C. A. to conduct

the race will be granted at the next meeting of the freeholders.

President Van Dyke added that the association seeks only to perpetuate the classic event and retain for it the oldtime quality and not to make any profit.

"There is no conflict between us and the Bay View Wheelmen, of Newark, over the race," continued Mr. Van Dyke, "but we, on the contrary, are assured of their hearty support. We do not want to have any friction with any body of cyclists over the matter. We want to make the race a success, We are going to do all we can to make it one,

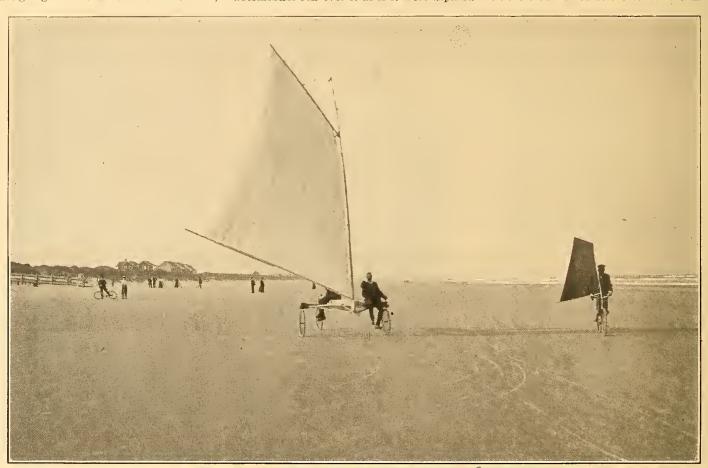
Where Beach Cycling is Popular.

A great deal has been heard about "sailing along" on bicycles, but there is one place in the country where sailing on a bicycle is an accomplished fact, as shown by the accompanying illustration. The photograph was taken on the beach at Daytona, Fla., where this sort of bicycling is quite the regular thing.

The hard, shingle beach of the Atlantic coast there extends almost straightway for twenty miles. The sand is packed so firm and smooth that bicycles, carriages and even automobiles roll over it as if it were asphalt.

How Alphas Will Award Medals.

The Alpha Motor Cycle Club, of Brooklyn, has set its photograph run for April 19, its spring century run for May 10 next, Patchogue, Long Island, heing the turning point, and its annual three day tour to Atlantic City and return for May 30-June 1. Medals are to be awarded for the best attendance on club runs during the year, but on a novel basis. One point will be deducted for all failures to reach the destination set, and another if the rider does not make the round trip, awards, of course, being made on the total scores at the season's end.



A BRUSH BETWEEN A "SAILING CYCLE" AND A "LAND YACHT ON, THE BEACH AT DAYTONA, J.A.

and we will be glad to get suggestions from any club or any one. We will enter about fifty men ourselves, and want to have a record breaking entry list. The list of prizes will be exceptionally fine, of that you may rest assured."

The Rain and the Rush.

"Can't say that I quite like this rainy weather," remarked a metropolitan dealer on Wednesday. "It keeps things back too much. People won't come out until the sun does, no matter whether it is March or April. But give us a nice, bright Sunday and see how things will jump! We will be literally swamped with work. Everybody will want machines fixed up at once, and wonder why they can't be accommodated right off the reel. Now that we have the time there is no work to speak of.

A stiff breeze blows along the coast constantly, and the cyclists by stepping a mast with a sail on their machines, glide along without any pedalling effort.

The only trouble is that as the wind blows almost always in one direction, and is too stiff to ride against comfortably, the cycle sailors have to take a train back.

The tricycle rig shown in the picture is known at the beach as a "land yacht," and there are hundreds of them kept there for the use of those who spend holidays at the famous beach in winter time.

The longer you let patching solution stand within reason—the better it will stick. "Tacky" is scarcely the right word to use for its ideal condition. Better let it get past "tacky" and become almost dry. Then apply the patch, press the edges down firmly, and there will be little danger of its coming loose.

Australian Weather Affecting Taylor.

Extremes of temperature are to be met with in Australia, as "Major" Taylor has learned to his sorrow. The racing season is in full swing, and the meets are held evenings as well as afternoons. On one of the former it was so cold that the negro "suffered terribly," while a day or two later the thermometer registered 105 degrees in the shade.

If you are going abroad you should join the Cyclists' Touring Club now, and not wait for the rush of the busy season. A preparatory course of C. T. C. literature availed of now may save you many dollars, and greatly enhance the enjoyment of your tour. Send your full name and address and a two-cent stamp for blanks, etc., to Frank W. Weston, United States Chief Consul, Boston, Mass. * * *

DUE TO PISTON SPEED

Failings Often Wrongly Attributed to Carburetter and What They Suggest.

Not a few of those who use the spray carburetter have found the necessity of ostensibly strengthening the mixture in starting or when hill climbing or on heavy roads by partially closing the air inlet to the mixing chamber, and almost invariably it is ascribed to either the carburetter or to atmospheric conditions, when, as a matter of fact, it is really attributable to the piston speed, since it is on the piston speed that the quality, quantity and velocity of gas in the inlet tube depend. Remarking this very common error A. J. Wilsou, in the Cyclist, says:

"When hill climbing or on bad roads, the speed of the engine, by reason of the extra load, or condition of roads, slows up considerably, i. e., its piston speed is materially reduced.

"The velocity of gas in the induction pipe is a necessary factor to the suction which sprays the gasolene into the mixing chamber. Hence with any given velocity in the chamber a certain quantity of gasolene will be injected, and this quantity is much greater in proportion at high speed than at low. When the speed of the motor drops; therefore, the piston's suction exercises less effect upon the suction of gasolene unless the orifice through which air is drawn is made smaller so as to increase the suction of petrol, and consequently increase the velocity of the gases in the pipe though decreasing the quantity.

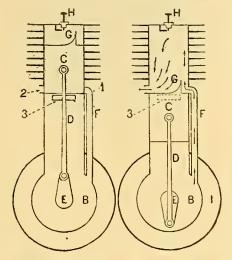
"Now, consider what happens when the motor is running slowly under a load. Since the piston speed is low the suction is not so violent as at high speeds, the air inlet has to be shut down to obtain the required proportion of gasolene in the mixture, and the motor is thus throttled owing to the air inlet not being free, and this throttling is just as harmful to the power of the motor as an inadequate exhaust valve. The result is the motor gets a smaller quantity of mixture, which means less compression and therefore less power when the explosion takes place. The mixture is not richer than at the higher speed-probably it is a little poorer-unless the air is shut off to an abnormal extent, which would result in a 'dirty' mixture.

"These results are exactly opposite to the ideal conditions for a motor running slowly with a load. Theoretically, the motor should have a richer mixture, and a full charge of that mixture. In fact, it would be much better if more gas were induced at the low rates of rotation when power was required (such as in hill climbing) than at high ones, for then the power of each explosion would be greater though taking place at longer intervals. The means by which this might be obtained seems to us to be the working as it were, and literally, at forced draught, for the spraying apparatus, and an air governor

actually regulating the mixture. The mechanical inlet valve, together with such an arrangement, should make the gasolene motor much more efficient for the varying conditions of road work.

Two-Cycle Motor From France.

Of the several new bicycle motors that have made their appearance in Paris this spring, one of the most ingenious is styled the G. V., taking its title from its inventor, one Gevey. It is a two-cycle motor baving no valves in the sense in which they are now understood, the valves being replaced by openings in the cylinder which are caused by the piston itself. The crank chamber B is hermetically closed, but has a passage leading to the cylinder. The latter has, therefore, three different openings, namely, one which leads to the crank chamber (1), one which leads to



the exhaust box (2), and one which leads to the carburetter (3).

The first two orifices are opposite each other and on a higher level than the third. The piston block has on its upper surface a flange or projection on the same side as the orifice communicating with the crank chamber. Supposing the piston to be in its lowest position and that the crank is turned as the piston rises it causes a vacuum in the crank chamber and draws in gas from the orifice which leads to the carburretter, and which becomes free when the piston passes above it, the exhaust orifice being closed by the piston. When the latter descends it compresses the gases in the crank chamber, but when the piston reaches the lowest part of its stroke the orifice of the pipe communicating between the crank chamber and the cylinder becomes free, and the gases rush into the cylinder, and, being guided by the projection on the piston, rise in the cylinder on the opposite side to the exhaust and thus force the exhaust gases of the last explosion out of the exhaust orifice. The piston next rises again, closing the exhaust and the orifice communicating with the crank chamber and recompressing the gases, which, of course, are ignited by means of the sparking plug when the piston again reaches the end of its upward stroke.

One who saw it in operation affirms that the ingenious little motor appears to work exceedingly well.

"As Sure-footed

as an Indian,"

was the usual way of describing the ability of the Indian of old "to get there."

...The...

Indian

of the

20th Century

Possesses the same happy attribute

It's a Motor Bicycle built to "get there," it matters not what the road or hill may be. And it does what it is built to do, too. Even its rivals will tell you that.

What Sort of Motor Bicycle are you looking for?

DO YOU KNOW AS MUCH ABOUT THE INDIAN AS YOU OUGHT TO KNOW?

HENDEE MFG. CO

SPRINGFIELD, MASS.

How They Climb Hills.

Did you ever stop about the middle of a nice long upgrade and watch the riders as they "negotiated" it? It is an interesting proceeding, and one calculated to show poor human nature off to disadvantage as well as to advantage.

There will be the lusty young fellow who comes ploughing up the hill as if it were a pleasure to ride it, pedalling with steady, powerful strokes and covering ground at a splendid rate. Clear to the top he goes withont a falter, and disappears over the brow in a twinkling. Next will come a couple of young men in long trousers and derby hats. They don't find hills enlivening. Each push of the pedals costs an effort, and it seems as if the descending one would never reach the bottom. From side to side they wobble, tired, dirty and perspiring, and when they finally "chuck" it, just about where you are standing, and take the rest of it on foot you are not surprised.

Here comes a yonng woman, rather inclined toward stoutness, and plainly only an indifferent rider. Her reach is too long for her, although the saddle is as low as it will go, and her handle bars are too high—better adapted for levels than hill work. She is travelling slowly, and yon make a mental wager that she won't get within a hundred yards of you before dismounting. Sure enough, she gets slower and slower, until she seems to be practising for a slow race or a standstill act, and finally one pedal seems to stick in the air and she slowly and ungracefully dismounts.

Then comes the "easy" rider, who frankly gets off just after he strikes the grade and walks past you stolidly; the young man, none too proficient himself, who undertakes to ease the work of his girl friend, with the result of nearly coming a cropper; the fat man, who is ready to drop but is game enough to stick it out; the erect rider, with upturned bars and an extremely dignified bearing, who surprises you by going up without a falter. And so on through the long list, each one having some points of difference and lending variety to your task.

When you become tired of it you mount and ride up—or down—thinking what a demeratic sort cyclists are.

Georgia's Remarkable Fire.

The Atlanta, Ga., Constitution, reports a remarkable conflagration there, which leads one to wonder if this reveals the secret of what became of Sterling Elliott's left over stocks of "Hickory" bicycles. It certainly would seem interesting to learn of what those "frames and fires" that were "in a blaze," caused by a cigarette, were made. Here is the report:

"A fire broke out in the basement of No. 47 East Hunter street last night at 8 o'clock and the firemen found a lot of old broken bicycle frames and tires in a blaze.

"The place is occupied by 'Phone 2 Messenger Service, and the basement was used to store wheels that had been thrown aside. "The origin of the fire was not known, but

Officers Tibbs and Felder made an investigation and reported that 'they believed a cigarette probably caused the blaze. Yesterday afternoon some boys were in the basement assorting the old tires, which had been sold, and one of them admitted that he smoked a cigarette at the time."

Doing Real "Donkey Work."

Racing men are not the only ones who pedal for a living. The others who earn livelihoods by that means are to be found in greatest numbers at Atlantic City, N. J., and at the Florida resorts, and theirs is real "donkey work." They are the men who propel the misnamed "bicycle chairs" which are



to be hired exactly like the horse drawn hacks, at so much an hour. In Atlantic City their work is confined to the famous board walk, but in Florida the beaches are hard enough and long enough to make the men more than earn their pay. One of the men and his "fare" are shown by the accompanying illustration. The "fares" are usually invalids or elderly folk.

Spring Cleaning and Oiling.

Now is the time to clean and lubricate the bearings. Even with the best system of dust proofing some dirt will work its way in; and no grade of oil is proof against gumming. Consequently the lubricant is apt to be both dirty and gummy and needs to be replaced. The more efficacious way is to take the bearings apart, but flushing them with kerosene will accomplish the purpose fairly well. The operation should be repeated several times, after which the fresh lubricant may be injected.

Had Case Against the Dog.

From "gay Paree" comes this story: A dealer kicked a dog out of his shop. It knocked down a woman carrying a milk jug, who in turn upset an elderly gentleman. Naturally a cyclist came upon the prostrate figures, was thrown from his machine and hurt, while a passing car smashed his bicycle. The injured parties then sought a magistrate, who gravely admised them that they had grounds for an action against the dog!

If you have not yet received a copy of The Bicycling World's twenty-fifth anniversary number it is not yet too late.

The Man on the Fence.

"I am one of those—for I think there must have been many—who walk around the stores with a momentous question arising ever and anon in my mind as I gaze at one motor bicycle after another. The question is, Shall I ever come to that?

"The same question forced itself upon me years ago when the high bicycle stood lording it over its lowly rival, the safety. Time has solved the question in regard to the safety, for after holding out as long as it was possible I did eventually have to come down to the safety after all.

"And now we have undoubtedly reached one other juncture in the rough hewn course of time, and two ways stand open before us. The motor bicycle in practical form is with us, and there can be little doubt that it has claims upon our serious attention, and possesses a fascination that particularly appeals to the cyclist who has arrived at that period when signs of speed decay begin to make themselves unpleasantly apparent. 'Shall I ever come to that?' Candor compels me to say that I hope not. But if I hesitate I feel in danger of being lost, for hesitation brings with it a sneaking sort of longing to try the ugly beast. It does look an ugly beast, doesn't it, with its bulging sides and multitudinous arrangements for all sorts of messy jobs, little and big, with which it stands arrayed?

"There comes the thought of swift speed through the air without exertion; the vision occurs to me of myself flitting uphill without effort, enviously regarded by the other fellows on ordinaries. Alas! that we should come to apply the word ordinary to a safety, but time has made it necessary. Then comes the thought of trouble by the way, of the weight of the brute, of the monotonous pomming of the engine, of dirty jobs with valves and tremblers, of pedalling home an eighty-pounder, even with the engine disconnected, which people talk about so glibly as being so delightfully easy."

Potash for Cleaning Tools.

When tools have become soiled with grease, varnish or paint it is not necessary to clean them over the fire. Make a mixture of two ounces of crude potash to two quarts of water. Immerse the tools in this and let them remain for a few hours, then remove and rinse in clean, warm water and place them in dry sawdust.

Jacqueiin to try Again.

Filled with the determination to regain his lost laurels Jacquelin, the French sprinter, has begun active training. He will ride every day, both alone and behind a motocycle, and expects to get back his wonderful jumping sprint.

Brockton Ciub Booming.

Just one hundred applications for membership are awaiting action by the Shoe Clty Wheelmen, Brockton, Mass. The club is looking forward to the most active season it has had in years.

THERE was never anything of a cycling nature produced that stood so

Pre-Eminently Superior

to anything else of its sort as



...THE...

Persons Saddle.

IT is simply the tip-top notcher and is everywhere known and admitted to be such. The high grade bicycle lacking a Persons Saddle is open to suspicion.

Persons Mfg. Co.

Worcester, Mass.

Where Nationals are flade.

Ten years ago the National Cycle Mfg. Co. was organized in Bay City, Mich., and began the manufacture of a thoroughly honest high grade bicycle with all that much abused term implies. From a small beginning the plant has grown to generous proportions, occupying a full city block.

The main buildings are of brick, 160 feet by 110 feet, two stories high, with enameling rooms, blacksmith shop, brazing department and boiler house separate. The office building is entirely detached and located at one corner of the property away from the main plant. One-half of the lower floor of the main building is given over to the machinery department, in which all the parts entering into the construction of National bicycles are machined from the raw material. Here are seen all the latest styles of American labor saving machines and devices, from the ordinary drill presses to the automatic screw machines. The tool room, in which all the tools used in the shop are made, is a separate department, 50 by 40 feet, and in it are employed the highest class of tool makers that can be found. The display of special tools, jigs, special grinding and testing machines is to the uninitiated a revelation of the extraordinary care and expense necessary in the production of the real high grade bicycles. The balance of the lower floor is divided between the frame, polishing and nickelling departments. In all of these the most modern shop practice prevails, and at every point is noted some National device for simplifying, gauging or producing accurate work.

The second story is occupied by the superintendent's office, display room, assembling and shipping departments, wheel and stock rooms. Throughout the entire factory are evidences of careful attention to detail, orderly arrangement of tools and equipment, and clear cut methods which unite to produce in the finished bicycle a machine which holds its riders loyal.

The policy of the company has been to make all the parts which enter into a National bicycle, from the raw material. The cost of construction is consequently heavier than if component parts were purchased from parts factories, but the net gain in perfection of finished product is sufficient to warrant the extra outlay.

The Stripped Thread.

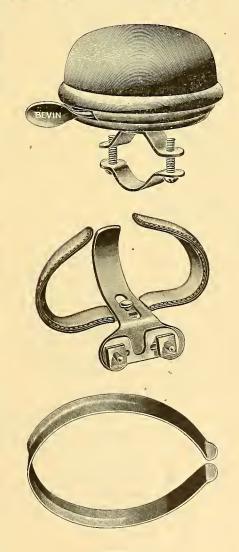
A stripped thread on a nut or bolt or axle will frequently give trouble. If the fault is with the nut it is the soonest mended. A spare nut is easy to obtain—frequently it is carried in the tool bag. But if the bad thread is on the bolt or the axle the matter is much more serious. Fortunately the nut is the likelier culprit; it is apt to be of softer metal even when case hardened, and with a thread not so carefully cut.

If you have not yet received a copy of The Bicycling World's twenty-fifth anniversary number It is not yet too late.

Old Bicycles

as well as new ones require bells, toe clips, lamp brackets, and about this time of the year the demand is greatest. Prepare for it by carrying in stock the best there is, the

BEVIN.



Catalog on Request.

BEVIN BROTHERS MFG. CO.
East Hampton, Conn.

O'GORMAN'S OPINIONS

Ventures to Name Motor Bicycle's Drawbacks and Points to Possible Improvements.

According to Mervyn O'Gorman, who gave expression to the opinion during the course of a lecture in London, "three things are retarding the progress of motor cycle design: (1) There is not enough work done in the engineer's drawing office; (2) the influence of fashion is far too strong, and is only adequately counterbalanced by cranks and 'mania'; (3) ready made accessories, however good, which must be fitted in hamper and distort the unity of design. Little fads are admirable for us all, because the faddist gives an intensity of study to some excellent detail which results in its perfection. But it is time that an unbiassed engineer should mass and collate information and give us first the drawing and then the fact of a well plated 100 pound machine with a moderately narrow tread, full width bottom bracket, strong front forks and pedal cranks, a flexible chain drive, two speeds, a cool 3 horsepower engine-with a third bearing on itthat can take its restart from the road wheels and be free at will, mechanical valves, replaceable parts, sound and well protected ignition gear, spring seat and handles if not a spring frame, good brakes, a carrier incorporated in the design, and also gear cases, etc. Let even the accessories be so redesigned that they fall in perfectly with the general scheme," he urged.

"I want to accentuate a point," he continued, "which is too much overlooked in most road vehicle design—the extreme importance of surface smoothness, of the absence of unnecessary roughness, projections, straps, clamping pieces, mouldings, levers, ornaments, etc. Owing to the independent manufacture of accessories, almost

every detail is an accessory, and seems to be added as an afterthought, so that number-less dust catching straps, buckies, bolts and holdfasts. Bowden wires, clamps, exposed electric wires and gasolene pipes pervade every part of the frame, and the machine is consequently uncleanable. Cycle makers are complacent about the nickel plated glamour which these things give, but nickel plating, which will stand a month in the rain without rust peeping through is apparently not sought for, and this glamour does not long remain.

"I have skidded so little that I am scarcely competent to indicate the best way to do it. It is generally known that an exhaust valve lifter is indispensable in this connection; but a very delicate carburetter which does not fail to give mild explosions when the throttle is nearly closed, and which in conjunction with mechanical valves will keep the engine running 'dead slow,' is a useful safeguard against skidding. The next safeguard is a flexible drive. Advantage in this direction will be derived from flywheels being much targer without being heavier. The jerks will be diminished, and as it is the beginning of a slip that must be avoided every trifle counts. Also, if these larger flywheels were to rotate in the opposite direction to the road wheels then gyrostatic action would assist the rider in keeping vertical instead of acting in the opposite sense, as they do now. The gyrostatic action would not even then diminish the amount of side pressure on the ground, but it would diminish the amount of slope of the bicycle, and I know from good cyclists that a slip in which the rider and both his wheels take part unanimously is not so disconcerting as one over which they are divided.

"A stand is indispensable. Misfires on the road cannot be properly diagnosed without it. To watch the machine running and to attempt to hunt for a fault in the carburetter, induction valve spring, ignition wires, etc., while trotting by the side of a motor bi-

cycle that will not start is one of the most fatiguing and aggravating exercises that I know. It is better to find some cottage and build up."

is Copper Plating Necessary?

Years ago "nickelled on copper" was the only term reputable makers used in referring to the plated parts. The practice of first coating the part with copper is now seldom made use of. There is plenty of good nickelling notwithstanding, and plenty of people contend that copper is not necessary.

Copper plating is a decided advantage if well and carefully done, but unless it receives that amount of time and care which is necessary it is better avoided. A really substantial deposit of copper is not only a protection to the steel or iron base against oxidization, but the solution being alkaline, removes grease and neutralizes acid which may be there, thus rendering the nickel more secure. It is, moreover, as it were, a cushion between the nickel and iron, which, by its greater ductility, allows for expansion and contraction. A thin film of copper, however, means neither protection nor finish, and will do more harm than good.

Look After Leaky Plugs.

It is well to examine carefully any plugs that may be in your tires. Frequently it will be found that they keep in position after they have sprung a leak. The solution loses its life sometimes, and while the presence of the plug prevents any rapid deflation the tire will be far from air tight. A few drops of water, or even a little saliva, will disclose the leak if one exists. In such case the only thing to do is to take the plug out and proceed to repair the tire just as was done in the first place.

The Retail Record.

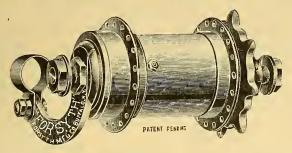
Deep River, Conn.—Charles W. Gilbert opens repair shop.

Springfield, Mass.—New York Bicycle Exchange establishes branch at 136 Main street



The FORSYTH

is a coaster brake that cannot well fail to win over



The Men Who Think

before they purchase. Every feature—and it is full of them-is of the sort that appeal to reason.

May we send you our catalog describing them? It will surely give you something to think about.

FORSYTH MFG. CO., Buffalo, N. Y. *********

IBRATION KILLED

1903

THOMAS





The Truss Spring Fork,

Hygienic Cushion Frame DOES THE KILLING.

Belt and Chain Troubles ALSO KILLED.

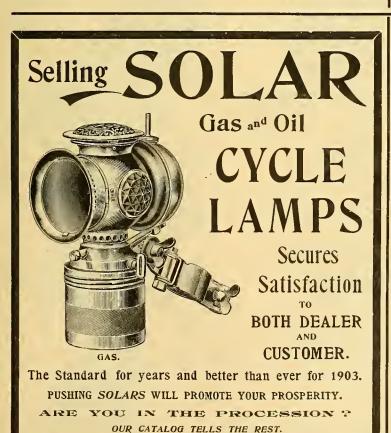
THE THOMAS STEEL AND LEATHER BELT

combines all the good qualities of chain and belt without the bad ones.

NO STRETCH, BREAK, SLIP OR RATTLE. No undue friction on the motor's bearings.

BETTER SECURE THE AUTO-BI AGENCY.

E. R. THOMAS MOTOR CO., Niagara St., Buffalo, N. Y.



BADGER BRASS MFG. CO., Kenosha, Wis.

EASTERN BRANCH: 11 Warren Street, New York City, N. Y.

"Liberty Bells" ARE ALL TO THE GOOD.

Our Chimes are up to the times, constructed on entirely new lines, and the most satisfactory alarm ever produced.

GONGS REVOLVE.

CONTINUOUS RINGING.

NO WINDING. ANY DESIRED ALARM.

TRY THEM AND BE CONVINCED.

Sole Manufacturers:

THE LIBERTY BELL COMPANY.

BRISTOL, CONN., U.S.A.

The Week's Patents.

721,739. Bicyle-Gearing. Moses E. Porter, Riverside, Utah. Filed July 23, 1902. Serial No. 116,715. (No model.)

Claim.—1. In a device of the class described, a longitudinally-grooved erank-shaft, sprocket-wheels mounted loosely thereon and having notches corresponding with the grooves therein, keys mounted slidably in said grooves and adapted to engage the notches of the sprocket wheels, an annularly grooved collar having rigid connection with said keys, a bell crank lever having one arm in engagement with the annular groove of said collar, connecting means between the other arm of said bell crank lever and an operating lever fulcrumed in the bicycle tube, and means for retaining the annularly grooved collar and its related parts at the proper points of adjustment, substantially as set forth.

721,873. Sparking Igniter for Explosive Engines. Anton Evenson, Chicago, Ill., assignor of one-half to Charles R. Hannan, Council Bluffs, Iowa. Original application filed Nov. 2, 1900. Serial No. 35,203. Divided and this application filed March 11, 1901. Serial No. 50,617. (No model.)

Claim.—1. The combination with an engine cylinder provided with a valve casing, having a tapered valve seat, and a slot opening from the valve seat into the cylinder, a valve plug which has oscillatory motion in the valve seat, an electric conductor extending through and insulated from the valve plug and having a terminal which projects from

the bearing surface of the plug into the said slot, and a spring terminal secured to the cylinder wall with its free end overhanging said slot in position for contact of the first mentioned terminal therewith in the oscillatory movement of the plug.

722,005. Sparking Igniter for Explosive Engines. Charles E. Duryea, Peoria, Ill. Filed April 3, 1900. Serial No. 11,313. (No model.)

Claim.—1. In an internal combustion engine, an exhaust valve and stem, a sparker journalled therein, an adjustable frame affixed to the sparker stem, a spring for retracting the same, and a pawl carried by said frame, in combination with a yielding portion carrying said pawl and interposed between the cam shaft and the sparker stem of greater stiffness than the retracting spring.

722,056. Toe Clip for Bicycles, Edward A. Thiem and George W. Weber, St. Paul, Minn.; said Weber assignor to said Thiem. Filed Aug. 25, 1897. Renewed Aug. 23, 1902, Serial No. 120,855. (No model.)

Claim.—1. The combination, in a toe clip, of a sheet metal bracket, having the depending part of plate portion 2 provided with means for attachment to a pedal plate and the convex forwardly extending portion 4 having its edges bent downwardly and forming strengthening flanges, with the wire loops 11 extending laterally upon each side of said plate portion and secured thereto, and the forwardly extending loop 6 having its end bent downwardly and rearwardly and secured beneath the forward end of the con-

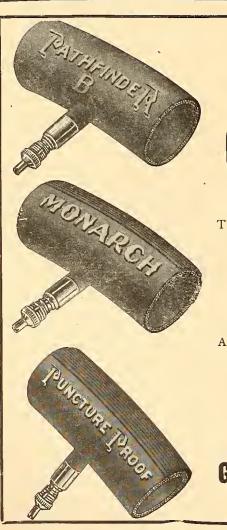
vex portion of said bracket, substantially as described.

722,078. Bicycle Attachment. Hjalmar R. Blomberg, Prentice, Wis. Filed July 15, 1902. Serial No. 115,656. (No model.)

Claim.—1. A bicycle attachment comprising three rods converging and connected together at one end and provided with a flanged wheel for one of the track rails and the other ends of said rods connected respectively to the front axle, the rear axle and the handles, and each of said connections comprising an internally screw-threaded end for the rod, a right angular screw-stem turned into the same, a flat right angular bracket having perforated ends, one perforated end embracing the right angular screw stem and being provided with and secured by a nut, and the other ends of the flat brackets being secured respectively upon the axles and handle bar substantially as described.

722,171. Velocipede Steering Mechanism. Baden F. S. Baden-Powell, London, England, Filed Oct. 6, 1898. Serial No. 692,847. (No model.)

Claim.—1. The combination with the tubular velocipede head, an inner tube situated within said head, a separately removable fork stem fitting within said inner tube, a separately removable handle bar stem detachably and adjustably connected with said fork stem, a brake rod formed in two parts unattached to one another, and a block mounted adjustably on the upper part of the brake rod and adapted to bear against the lower part thereof, all substantially as and for the purpose specified.





GUARANTEED TIRES FOR 1903.

This is only a partial showing of our line. We are offering for 1903 more guaranteed tires than ever, all of which are shown in our

New Catalogue Now Ready.

Ask for Catalogue 155, and we will gladly send you a copy and prompt particulars. You will find both the goods and the prices decidedly interesting.

Write now, before you forget it.

THE

GOODYEAR TIRE & RUBBER CO.

Akron, Ohio, U.S. A.



The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVI.

New York, U. S. A., Thursday, March 19, 1903.

No. 25

PECK MUST PAY UP

Elmira Bankrupt Ordered to Disgorge \$4000 Which he Withheld From Creditors.

W. H. Peck, the Elmira, N. Y., dealer who failed in June last with liabilities of \$14,000, has been brought up with a round turn and must disgorge \$4,000 before the current week expires under penalty of getting into even hotter water.

At the time of his failure he conducted not only a bicycle store, but was also a partner in the furniture firm of Campbell & Peck, which also went down in the crash. The trouble was attributed to a flood which damaged the furniture stock, and to losses on instalments in the bicycle business, and much sympathy was expressed for the unfortunate merchants. Ralph D. Webster the sales manager of the Eclipse Machine Co., who was appointed trustee of the estate, did not, however, permit sympathy to befog his eyeglasses, and his searching investigation soon disclosed that while Peck and Campbell had included all their liabilities in his statements and inventories, they had "forgotten" to include several important items in the asset column. He began proceedings to compel them to surrender the moneys for which they had failed to account, in all \$10,600. An order was issued requiring them to pay over this sum to the trustee, but hearings were repeatedly postponed or continued until Saturday last, when, all witnesses having been heard, the referee in bankruptcy freed Campbell, but issued an order "finding, adjudging and ordering" that "the bankrupt, William H. Peck, has withheld from the trustee and secreted, of the individual estate belonging to him at the time of the finding of his petition in bankruptey herein, property and proceeds thereof amounting to the sum of \$4,000, which he has in his custody and control, and that he be, and he hereby is required and directed to pay the said sum of \$4,000 to the said Ralph D. Webster, trustee, within five days after service of copy of this order."

Peck was also commanded to appear at the adjourned meeting of creditors in Elmira on Saturday next, 21st insta to prove that he has complied with the order, or, having failed to so do, to show cause why court proceedings against him should not be instituted.

How Department Stores Have Declined,

That the department stores have practically ceased to cut a figure in the bicycle business has been apparent for the past two years. Some idea of the extent to which they are out of it is disclosed by the figures of the Chicago establishment, which has made the most determined effort to hang on. Its sales last year declined in value some \$60,000. To the fact that almost any cycle dealer can now obtain "bargain" bicycles is the stores' decline mainly due.

Motor Bicycles at \$225.

The American Cycle Manufacturing Co. has set the price of its 1903 motorbicycle at \$225. Last year's model listed at \$175, but the increase is causing no concern. "My one regret is that we have not about 500 in crates ready for shipment; we would have no trouble in disposing of them," was the comment of Manager Walker, of the Eastern sales department, when the increased price was remarked

Electric Welding in Litigation.

A bill of complaint has been filed in the United States District Court for Connecticut by the Thomson Electric Welding Co. against the American Tube & Stamping Co., of Bridgeport. The suit is brought for alleged infringement of the complainant's patent process of electrical welding. An injunction and an accounting are asked for.

Alling Increases Capital.

The Alling Rubber Co., Bridgeport, which does a considerable business in jobbing tires, has increased its capital stock from \$12,000 to \$18,000. Certificate of the increase was filed last week with the Connecticut Secretary of State.

Ingersoll Comes Back.

R. H. Ingersoll & Bro., the sporting goods and "dollar watch" people, who were quite keen on bicycles several years ago, have again taken up their sale. They last week arranged to handle the Lyndhurst at each of their six metropolitan stores,

MAY MAKE ROUND TRIP

Plans for New York Boston Endurance Contest Indicate Longer and Harder Task.

Whether the Metropole Cycling Club's annual motor bicycle endurance contest shall be from Boston to New York, or from New York to Boston and return, is the one question to be settled before the formal announcement of dates and particulars is made. The matter is now under consideration by a joint committee representing the Metropole C. C. and the New York Motor Cycle Club, the latter of which has accepted the invitation to share in the management; E. L. Fergusen and F. E. Moskovics, are, respectively, the heads of the two coworking committees.

Last year's event, which did so much to bring motor bicycles prominently in the public eye, was a one-way, Boston to New York run, occurring on July 4 and 5. It proved such a romp that something more difficult is now desired, and the round trip is sericusly contemplated, and if adopted July 3, 4 and 5 will in all probability be the dates. If a one-way run only is decided on, July 3 and 4 will surely be the dates.

The distance from New York to Boston and return, as outlined, is about 470 miles, which would require the contestants to average about 160 miles on each of the three days—a tail task, but one, it is believed, that will not only really prove the endurance of both men and machines, but that will make the endurance contests of the big motor cars appear small by comparison.

However the joint committee may decide this point, it is already pretty well settled that this year there will be only noon and night "controls" or checking stations, instead of having them established every twenty or twenty-five miles along the route, as was previously the case.

N. C. T. A. to Incorporate.

Preparations are making to incorporate the National Cycle Trade Association under the laws of New York State. The capital stock will be \$2,500, divided into 250 shares at \$10. Members will be limited to the purchase of one share each.

NAKAMURA IN NEW YORK

Japanese Globe-Girdler an Interesting Character-Will cut Short hls Journey.

H. Nakamura, the Japanese globe girdler, finally turned up in New York on Saturday last. Owing to the fact that he had a touch of fever friends induced him to forego the trip a-wheel, and he reached this city by boat from Boston.

As his picture shows, Nakamura is an interesting character—short, elderly, earnest—chocolate colored and with a funny little heard of inky blackness. He is charged with nervous energy, and in attempting to explain himself in broken English his hands do a large share of the talking. He wears a leather coat, belted in at the waist, and with an ordinary pair of opera glasses dangling from a strap over his shoulder. His bicycle, a Rambler, is literally burdened with baggage—frame, handle bar, rear forks are almost hidden with paraphernalia; in addition he carries two satchels on his back when on the road.

Nakamura left Tokio in November, 1901, on a "dead broke" tour of the world, but, unlike most of the Anglo-Saxon tourists of the sort, he is not riding for a fanciful wager nor is he due to reach home with several thousand dollars in his pocket. At his home, Yamaguichi-Ken, he is the teacher of a charitable school of 600 boys, and his journey was inspired largely by a desire to add to his knowledge. The boys, he says, when educated are sent to India to engage in business there. Among other things, Nakamura states they are taught the English language. He did not say that he himself taught that department.

It was impossible to understand just what route he followed. He had crossed China and India, had been turned away from Turkey and had taken a hoat through the Sucz Canal. He had also journeyed through Italy, and was gesticulatively expressive about the roads of that country. They were both mountainous and vite.

"Are they worse than the roads of China?" he was asked.

He responded affirmatively; but China! At the mention of that country he held his nose and made a wry face to demonstrate that the Yellow Empire is not sprinkled with rose water. He also bared his head to show where stony attentions had been showered on him. In India a fight with wolves and wolf meat for food added adventure to his experience and his meals.

When he reached London Nakamura had but two pennies in his clothes and no place to sleep. Being an expert carver, he bought an orange, and with a penknife cut it into some fanciful shape and sold it for a dollar. When pressed for money this "orange carving" appeared to be his chief recourse. When he arrived in Liverpool he had \$17 in his possession, but, being successful in finding

shipowner willing to permit him to work

a shipowner willing to permit him to work his passage to Boston, he gave the money to an orphan asylum.

"Me no want money," he said with many shakes of head and hands.

He exhibited his discharge papers to prove that he had worked his passage to this country.

On Tuesday he left New York by wheel for Washington, where it is likely his trip



H. NAKAMURA.

will end. While in India, he said, he entered into a business contract that will require his presence in Japan in July, making it impossible for him to ride across this continent.

His American bicycle, he said, had given good satisfaction, broken mud guards and a dent in the top tube being the chief damage it had sustained. He had, however, worn out three tires.

Taylor Wins in Fast Time.

At Sydney, New South Wales, on March 5, "Major" Taylor won a one-mile handicap race from scratch in 1:57, thus establishing a new Australian record for a mile in competition. The order of finish was Taylor, Orr and Payne,

ASSOCIATED CLUBS ACT

Street Sprinkling the Subject of Strong Resolutions—Other Matters Discussed.

At the March meeting of the Associated Cycling Clubs of Long Island, held last Monday night at the house of the Bushwick Wheelmen, the public action committee was instructed to draw up resolutions favoring the passage of the Brownlow bill by Congress, and also that of the Dooley bill in the State legislature requiring steamboats to carry bicycles as baggage. The following resolutions were adopted:

Whereas, The bill pending in the legislature, which seeks to place the sprinkling of the public streets of New York City in the hands of the Department of Street Cleaning, is unanimously advocated by representatives of all organizations of road users, has been not only so tampered with as to defeat this object, but is now held in committee;

Resolved, That these Associated Cycling Clubs of Long Island, the delegates from the A. C. C. of New York concurring, do and hereby express their distrust and disgust at such action, and call on the legislature to disprove existing suspicion by the immediate passage of the original bill in question. Be it further,

Resolved. That copies of this resolution be at once submitted to the presiding officers of the Senate and Assembly with the request that it be read to the respective bodies over which they preside.

A number of amendments to the bylaws were adopted. One change, over which there was some discussion before it was adopted, provides that if any delegate absents himself from three consecutive meetings of the association he will be considered as having resigned and will be dropped from the rolls, Should be desire to be reinstated it will require the unanimous vote of all present at a regular meeting. An article was added to the bylaws giving ex-presidents all privileges at meetings of the association except the power of voting and holding elective office. The three delegates who have been representing the Long Island association at the meetings of the New York association were made a standing committee.

Will Hold Coasting Contest Again.

The coasting contest on the Boulevard Lafayette, New York, which proved to be an unusual success last year, is to be repeated again this season by the Metropole Cycling Club, and Saturday, June 6, has been fixed as the date. The hill will probably be the same one that was employed last summer. Last year the entry list was remarkably large, and the sport furnished was surprisingly gratifying.

This year's prizes will be of a character calculated to induce an even greater number of entries, R. G. Betts, 154 Nassau street, is chairman of the committee in charge of the affair,

MANY CHANGES MADE

Principle the same but Big Company's Motor Bicycle is Much Altered Article.

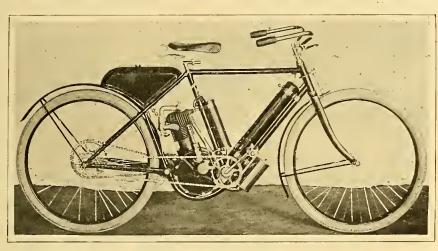
While the American Cycle Mfg. Co.'s 1903 motor sicycle, which made its appearance this week, follows the same frame lines and same general principles as last year's machine, it is a vastly different article. The entire motor has been redesigned, the contact breaker has been remodelled, a different carburetter, a new battery case and a new muffler are employed. The chief essential features, chain drive and front lever brake control, are retained.

The details of the machine are not yet

sprocket is claimed to eliminate all jerks in transmission. The frame, which is of 12 and 16 gauge tubing, and the fork have not been reduced in strength by lightening in weight in any detail, and the record of hundreds of machines without a broken or cracked frame or fork induces them to use the same construction this season. The wheel base is 54 inches, the weight 128 pounds and the price \$225.

Austria's Proposed Raise of Rates.

Austria's tariff builders apparently, are bent on keeping foreign pneumatic tires out of their markets. In the new tariff which they have proposed, the duty on such tires and on wheels fitted with them is more than doubled, although the duty on complete bicycles is actually reduced slightly. The



public property, but the motor is known to include new construction of both intake and exhaust valves; the latter has a nickel alloy head, which, it is claimed, renders regrinding unnecessary, and both are so applied that they are easily accessible and removable. The carburetter is an imported Kelecom float feed of Belgian manufacture, and is absolutely automatic, requiring no attention whatever from the operator except to admit gasolene to it from the tank. This makes the machine control absolutely by front brake lever, which is so arranged as to raise the exhaust valve at starting; by reverse motion of lever the valve is closed. Continuation of this motion advances the spark. By drawing back the brake lever the speed of engine is retarded. Continuation of this motion raises the exhaust valve, thereby cutting out the motor; further pressure applies the powerful front brake. By this arrangement the machine can be readily stopped even when going at speed, as with the method of control the engine is always cut out before the front brake is applied; in addition the A B C coaster brake is applied to the rear wheel.

The motor, which is of 21/4 B. H. P. is finished in black enamel, which it is believed not only gives a rich effect, but presents a much cleaner appearance in dusty riding than aluminum. It is driven by 5-16inch chains, and the employment of a spring

figures which disclose this state of affairs follow:

Per 100 kilos.— Present. Proposed.

71.43 kn.

150 ku.

Pneumatic tires and parts parts. finished cycle frames, also in connection with other parts, whole sets of parts and accessories for cycles.. 60.00 km. 59.00 km.

Wheels for cycles (rims with spokes) finished. but separately imported: (a) Without pneumatic

Parts of cycles (forks lugs, handle bars, seat

pillars, sprockets, pedals, valves, br gears, also hubs, brake parts, parts, chains, cranks, spokes with thread. spoke nipples, drilled nipples), finished off...190.00

(Raw parts not finished, intended to be used for cycles, if cast, pressed or wrought, will be classed as raw pieces, according to material.)

Big Output and Big Profits.

The Continental Caoutehoue and Guttapercha Co., from their works in Hanover, Germany, during last season turned out, in round numbers 800,000 tires; the concern also declared a dividend of 50 per cent on the year's business.

BARRED FROM PARKS

Baltimore's Queer Discrimination Against Motorcycles-Making Ready to Fight it.

Baltimore, in Maryland, has the unenviable distinction of being the only city in the United States, if not in the world, which, while permitting the free use of its parks by bicycle and motor cars, yet denies them to motor bicycles. By what peculiar pinchbrained process of reasoning this decision was brought about none has attempted to explain.

The Baltimore motor cyclists have, however, set out to discover the cause of and warrant for the discrimination against them. and it would not seem that they should have much trouble in obtaining the justice that is due them. The first move to that end will be made "just as soon as the mud dries." William H. Logue, jr., accompanied by Attorney Robert H. Carr, jr., will then attempt to ride through Druid Hill Park, Baltimore, on a motor bicycle to invite arrest and subsequent trial. The last legislature passed a law permitting the use of the parks for automobiles, and as bicycles already enjoyed the right to do so, the motor cyclists naturally think they should be placed on the same footing. At any rate, they propose to test it, and Mr. Logue is to take the forefront of the battle, with Mr. Carr as his counsel.

"Last week we tried to go through the park, and were stopped by the park watchmen," said Mr. Logue. "On that occasion I was a bit careless about it, and balf invited arrest, but they seemed reluctant to take me into custody. Since then the motor cyclists of the city have had several informal meetings, and they have delegated me to make a test case, which I propose to do just as soon as the mud shall become less of a handicap. We will take it to the courts, if necessary, and see what we can make out of it. Why, the way the law reads now you could take a traction engine through the parks. We, indeed, entertained the idea of the traction engine and tried to hire one to use it as an object lesson, but we found we could not well get it through the streets. I am an old cyclist, and remember the troubles we had in the parks during the early days of wheeling. We bave accomplished much since then, and I believe we can secure park freedom for the motor cycles as well as the automobiles."

American Motor Bicyclist to Race Abroad.

About the only American motor bicyclist who is likely to race abroad this year is Frank Zirbes, of Racine, Wis. He is going to spend about six months in England in the interests of the Mitchell, and will compete wherever eligible. The date of his departure has not, however, been definitely fixed. Last year G. Veruon Rogers, of the Mitchell staff, did great work abroad, but his promotion to the sales management will keep him at home.

National Bicycles

APPEAL FORCIBLY TO THE RIDER WHO KNOWS.

As the BEST AMERICAN CYCLE PAPER says in writing of one of OUR NEW MODELS: "It is a striking machine both in design and finish and may be termed a model de resistance."

THE NEW LINE IS COMPLETE AND THE CATALOG WORTH GETTING, EITHER FROM US OR THE NEAREST DEALER.

Makers—NATIONAL CYCLE MFG. Co., Bay City, Mich.

FISK Cement Repair Tool



SIMPLE—DURABLE—STRONG

MADE FOR EVERY DAY USE.

WRITE FOR CIRCULAR.

FISK RUBBER CO.,

Chicopee Falls, Mass.

BRANCHES:

BOSTON, 604 Atlantic Ave.

SPRINGFIELD, 40 Dwight St. NEW YORK, 83 Chambers 5t.

PHILADELPHIA, 916 Arch St. CHICAGO, 52 State St.

SYRACUSE, 423 So. Clinton St.

BUFFALO,

28 W. Genesee St.

254 Jefferson St.

DETROIT,

SAN FRANCISCO, tt4 Second St.



In which is Incorporated "The Wheel" and the "American Cyclist."

Published Every Thursday By

THE GOODMAN COMPANY.

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Invariably In Advance.

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Change of advertisements is not guaranteed unless copy therefor is in hand on SATURDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, MARCH 19, 1903.

For Pasting in the Hat.

During last year there were produced in this country some 20,000 automobiles; it is estimated that there were previously in use about 10,000, and that during the current season there will be 30,000 added to the number

During last year there were produced here 54,000 bicycles; there is no reason to believe that this year's output will fall below that number. The number of bicycles already in use is reckoned not by tens of thousands but by millions.

Despite these figures, from the way some papers and people talk the unknowing would fancy that there were 20,000,000 automobiles and 54 bicycles turned out or in use.

The automobile makes more noise and occupies more space in the public prints, but the facts are as stated and the figures do not lie.

There are, as has been several times stated, more bicycles produced than all other forms of road vehicles combined, and more of them are in use, and there is not a clear Sunday or holiday that the fact is not abundantly proven or susceptible of proof by actual count.

It would be well were these facts and figures pasted in all hats and kept close at hand to be pushed under the noses of all those men and papers that are periodically given to moralizing on "The Popularity of the Automobile, "The Decline of Cycling," or "The Passing of the Bicycle."

The streets and roads are no, longer uncomfortably and irrationally crowded with bicycles, but the bicycle still remains the most convenient, the most popular and most generally used vehicle in America, and, we daresay, in the world.

Men who Should be "Fired."

If the cycle trade is to be ever thoroughly rehabilitated there is one class of man'who, when discovered or uncovered, should be "fired" without ceremony and with despatch and vigor. We refer to the traveling salesman whose heart is not in the business and who needs but the slightest encouragement to betray the pessimism and doubt that lurks beneath his hide.

There are still a few of him selling or attempting to sell bicycles. Within the last fortnight one of the ilk was brought to our attention. Although he had little more than passing acquaintance with the man to whom he unburdened himself, he launched into an uncalled for and embittered damnation of bicycles and everything connected with them that should have earned him his discharge on the spot. He represents once prominent manufacturers who are still attempting to "hang on;" it is not surprising that with such an individual in their employ the "hanging on" procedure is not affording them much comfort or profit. It is possible that his employers may not be aware of his attitude and utterances, but it is their business and it is the business of every other cycle manufacturer to discover the manner of man who is representing them on the road.

In the dissemination of sunshine and gloom the traveling salesman is no considerable factor. To keep a stiff upper lip and talk and act cheerfully and cheeringly when the dealer or rider is similarly constituted is child's play. To be not only cheerful on the surface, but to prove it when "the other fellow" is doleful or pessimistic is the real test of the traveler's worth and belief. There are too many men in the cycle trade unequal to the test. They believe in bicycles simply because they are paid to believe in them; their

shallowness is quickly developed by a sympathetic or semi-confidential expression of doubt or dismay. Once started it requires no great tact or encouragement to get such men to unbosom themselves. Usually it resolves itself into the confidential admission that they are "only waiting for a chance to get into some other business." That expression has been worn threadbare by constant repetition, and the traveling salesman on whose sincere belief and genuine sunshine so much depends has given most frequent utterance to it.

The sooner such travelers and dealers and men in other positions are assisted out of the bicycle business the sooner will the bicycle business really be what it should be. There is no room in it for faint hearts or disbelievers. They simply retard its complete recovery.

While the spy system may be undesirable and even reprehensible in some regards there are times when the end justifies the means and the health of the cycle trade is an end that justifies any means that will rid it of damaging elements. If it is necessary to spy on travelers and other employes to learn the real extent or strength of their belief and sunshine we say spy on them, and when a doubter is discovered we also say discharge him—"fire" him, "bounce" him, get rid of him as quickly and as decisively as the law will allow.

He is a handicap to the business, and it will be the better for his absence. The betterment will be furthered if the doubting and pessimistic dealers also can be encouraged to get out; their trade then will go to the men and help the men who deserve it—the men who believe in bicycles because the belief is deep-rooted, and because the bicycle as a public benefactor is worthy of such belief.

Small Faults That Should not Exist.

So much attention is given to the inspection of bicycles nowadays that the old troubles are seldom met with. An improperly assembled or adjusted machine seldom gets past the eye of the inspector and into the crate; and if it does, there is a good chance of the dealer detecting the trouble and remedying it before it leaves his possession.

At the same time the old Adam is still alive, and he sometimes plays strange tricks. A machine in the show window of a leading metropolitan dealer shows a had place in the fork, the enamel having been knocked in two places so badly that the bright metal

is showing plainly. In another store a pedal has been put on by a careless workman and the threads crossed. In still another the handle bar stem had so little hold in the head that it could scarcely be ridden ten miles without working loose. Here and there an adjustment was a trifle too loose or too tight, and similar little shortcomings could be detected without seeming to be hypercritical.

The machines in all these stores were on the floor, and presumably ready to go out. At the same time the chances are four out of five that each of them would get a final inspection before a purchaser was actually permitted to depart with it. On busy days, however, when customers are in a hurry and the dealer's force has all it can attend to, it is quite possible that some of the shortcomings referred to might escape attention. Should this occur trouble would, of course, result.

By far the wisest plan is to give machines their final inspection when they are uncrated and being made ready for the floor. A skilled workman should, of course, be called on to look over the machine, even if he does not uncrate it and put the handle bar, saddle and pedals on. If he finds a part needing adjustment or other attention he should put it to rights then and there. By so doing the work is completed, and there is no necessity for trusting to memory in the matter.

Even when this is done there should be one final inspection. It may take only five minutes, but at the end of it there is the satisfaction of knowing that everything is right. In some cases this action pays for itself many times over.

"Touching up" the Old Crocks.

In more ways than a few the drop in prices has exerted a bad influence, both on the tradesman and the rider. A case in point is the refinishing of machines. Formerly where a rider did not get a new machine for a year or two it was a common practice to have the old one "done up." Re-enamelling and renickelling, with sometimes new pedals or a saddle—this was the usual process, and at the end of it the machine looked not untike new. The rider felt that his money had been profitably spent.

At the present time such things are rare. The average rider is indisposed to spend so much money on an old machine. It is the price of a cheap wheel, and half that of a fairly good one. It seems all out of propor-

tion, and rather than pay it riders wift go on using old machines long after they have become tarnished and shabby and disreputable looking.

Occasionally, to be sure, a rider will become so much attached to a machine that he will cheerfully pay the sum required to refinish it. We have in mind one rider who does this regularly every other year. Perhaps there are others. But their number is so small that they are lost in the shuffle and play no part in the much to be desired leavening of the lump. It would not be so bad if the ownership of a shabby wheel exerted an active influence by impelling its

SUGGESTION FOR A SEASONABLE AD.

Forget Your Aches.

Get out and ride your bicycle; it will help you leave your aches and worries behind you.

If you have an old bicycle, get a new one—one that is up to date—a——, for instance.

If you can't afford it, then let us overhaul your old one for you.

rider to discard it and invest in a new one. In fact, such a result would be a marked gain. Unfortunately, however, it frequently causes him to shrink from making use of the old crock, while not being a sufficiently positive force to induce him to take the next togical step and reptace it.

Aside from the bad effect the sight of these machines has on the general public, it affects injuriously the dealer and the repairman by depriving them of one source of-revenue. The work of refinishing is a lucrative job, yielding a very nice profit, in addition to keeping the men employed. When it goes there is nothing to take its place, and the establishment is just that much worse off.

The dealer might do something to better such matters as these. To be sure, he could not be expected to forego his profit and do the work for love. But it is pretty safe to say that there might be a slight shading of the price without causing the profit to disappear entirety.

Again, many dealers make little or no effort to get this kind of work. They do not

solicit the trade, feeling that the chances of getting it are small. Consequently the rider, not being urged, thinks about having the work done without actually coming to the point of doing it. He may labor under the delusion that the prices are prohibitive, or that the fashion of having machines refinished has gone out, and refrain from taking the step. A little urging would frequently bring about the desired result. That it is not done more frequently is a matter for regret, but, at the same time, a mistake easily corrected.

Tandems and Pleasure.

Under some conditions tandem riding possesses a pleasure surpassed by no other form of cycling and equalled by few. But under other and radically different conditions it is far and away the least enjoyable phase of the pastime.

A good tandem, in good order, and with two good riders—these are the requisites for genuine enjoyment. With any of them missing diametrically opposite results follow. Pleasure vanishes and hard work takes its place. Nothing can possibly go harder than a bad running mutticyete, and its faults are much intensified when it is mounted by a badly assorted pair who work at cross purposes, each unconsciously doing his best to nullify the efforts of his mate.

On Sunday last we were strongly impressed by the number of tandems that were abroad. In a large majority of instances they were of the "crock" order, mounted by men or boys in long trousers, plainly brought out of retirement and hired in consequence of the demand for anything on wheels. Glaring discrepancies as to reach and handle bar position were noticeable. Good work seemed to be out of the question with them.

Yet the riders appeared to be enjoying themselves hugely. They worked away with a right good wilt, their intentions being good even if their performances were not up to the mark. Wobbling, dirty and perspiring many of them were, but happy withal, Taken altogether, it would not be easy to find a better example of riders cycling under unfavorable conditions, yet getting a very fair amount of pleasure out of it.

In an article headed "Bikes Are Coming Back Into Favor," the Boston Evening Record prints the following:

"Dealers say that this renewed interest in the bike is due simply to that renacence which comes sooner or later to every overworked recreation."

And this from Boston!

SOME BICYCLES STAGED

Boston Gives Them a "Look in" at its Motor Show—The Ones in Evidence.

Boston, March 18.—What may well be termed an automobile and cycle show combined is being held at Symphony Hall here this week. While it is billed as an automobile show, the bicycle, both power driven and motorless, plays a part by no means inconspicuous and the exhibition is the nearest approach to a hicycle show in conjuction with a local exhibition of motor vehicles that has yet been seen. The bicycles attract their full share of attention, and perhaps more and it is noteworthy that the exhibitors of them are doing a business far beyond their expectations.

F. E. Randall, the agent for the Indian motorbicycles, has a large space in the main hall, and the crowd about the two-wheeled power vehicles is as large all the time as that in any of the spaces where big cars are shown. Retail orders for Indians have been booked daily since the show opened, and Mr. Randall reports that several agencies in Massachusetts towns have been established.

At the Bates Bros', space the new Thomas Auto Bi is shown beside the Thomas motor car, and it, too, is scoring sales daily.

The 1903 Orient motorbicycle is exhibited by Alvan T. Fuller. It occupies a prominent place at the front of the space, and is easily holding its own as a good seller.

A novelty on hand is a motor tandem, the Corson Special, shown by E. H. Corson, who has also Mitchell and Merkel motorbicycles in a space in the vestibule. The tandem has a drop frame in the rear and is single steering from the front. It is a trim in appearance, and weighs about 175 pounds only. It is equipped with a Hercules motor of 21/2 horsepower, set in the front frame. The front forks and the lower rear forks are reinforced by extra struts and the machine combines the looks of strength, comfort and neatness. Another model is made fitted with a five horsepower motor. The Mitchell "Mile a Minute" model is proving to be a winner in the hands of Mr. Corson, who has selected one for his own mount and has sold several of them already.

Right next to the Corson exhibit is the space of W. E. Eldridge, the local representative of the American Cycle Manufacturing Co. Here the new model of the A. B. C. motorbicycle is shown for the first time, and its improved features are winning many friends for it. At this stand are shown also half a dozen motorless bicycles of 1903 model, including chain and chainless Colnmbias, chain-driven Rambler, Hartford Vedette and Clipper machnes.

At the other end of the vehicle is a space that looks quite like those seen at exclusive bicycle shows. This is the display of the Bean-Chamberlain Co.'s Hudson bicycles, a whee' that has been steadily extending its popularity from its birthplace in Michigan, because of merit. The models here show thoroughness of workmanship and are handsome in line and finish. The running quality of the Hudson has gained it a reputation that seems now to be known in the East, and the outlook for a permanent foothold here for them is excellent.

Up on the stage at one corner and right in front, where no one can miss seeing it, is an exhibition of a line of bicycle handle bars, made by the Ideal Plating Co., which further emphasizes the combination character of this show. Every circumstance here indicates that cycling is to have a strong hold in Boston this year.

Has the Curve That Heips.

From the heights of their frames, it is evident that not all the manufacturers of motor bicycles have builded with an eye to the patronage of short legged men; to make matters worse, some of them are fitting saddles that are either uncomfortable or impossible



for the chaps with short reaches. Realizing the fact, the Persons Mfg. Co., Worcester, Mass., has helped things considerably by one of those expedients so simple that the wonder is that it was not thought of hefore. They have simply reversed the curve of the frame of their motor seat, as shown by the illustration. Thus the saddle now affords not only ample seating surface, but is brought nearly two inches lower and nearer the pedals, a feature, which, as stated, is not to be despised.

O'Halloran Here to Close Contracts.

T. O'Halloran, of the firm of O'Halloran Bros. & Co., London, is in the city seeking American sundries, lamps, bells, toeclips, wrenches and the like. He inclines, however, to the manufacture of his own patterns, and is bent on obtaining estimates on work of the sort before reaching a decision.

Mr. O'Halloran states that the English trade has opened up briskly, and that there is every promise of a most prosperous year. Like all other British visitors, he repeats that the cheap American bicycles sent to his country have almost irretrievably damaged the American reputation, but while full of false ideas on the tariff question and tenaciously English in the opinion that the brand England stamps anything and everything as good, he does not appear of the class that can see no good in American bicycles of whatever grade.

"We know very well that bicycles of the Columbia class are every bit as good as our Rudge-Whitworths," was the way be expressed himself.

Chicago cyclists to the number of 140 have organized a club which is to be a Western division of the Century Road Club Association.

SEEKING SHORT CUTS

Propensity of the Average Rider to go Straight to his Destination.

"One of the remarkable features of cycling, to my mind, at least,, is the rooted aversion most riders have for going 'around Robin Heod's barn,' "remarked the old-timer. "Perhaps a better way to put it would be to say that they ferret out short cuts and make use of them on every possible occasion.

"I am speaking more especially of riding in and around cities and towns. At the same time, I believe that it is true to some extent of riding generally. You take a 50-mile ride with some bad stretches in it, and another route to the same place, that is, say five miles longer, but with the bad places left out, and I think most riders will take the shorter and worse way. Some years ago it would have been different.

"But to get back to the short cuts. Now, for my part, I like to meander if I am in no great hurry. If there is a way that will cut off a tenth of a mile in a mile, the average rider will take it, even although the sightly longer route is a much prettier one. I would do just the opposite.

"It is my custom to ride frequently from the Eastern Parkway, in Brooklyn, to the Coney Island cycle path, or the reverse way. Usually I go through Prospect Park; sometimes I take the path that skirts the park and is really a continuation of the Coney Island path. Both ways make fine riding—a splendid road surface and plenty of life and color. The distance is short, and one would think there would be no temptation to seek a short cut.

"But there is such a cut and it is used by a large majority of riders. I refer to Washington avenue, which is paved with fire bricks. Cyclists leave the Eastern Parkway and turn into it, and then cut across lots to the path, where it leaves Flatbush avenue. This cut has neither a good road nor a good outlook to commend it; indeed, both are about as bad as they can be. Yet any fine Saturday or Sunday you can pass along there and see wheelmen in twos and threes on the path and in dozens and even scores on the cut-off.

"The only way I can explain it is on account of a desire to get to the destination. On no other theory can I see why cyclists leave a good road, one built especially for them and kept in apple pie order, and ride across lots, running the risk of puncture from the refuse found there, and having difficulty in passing on the narrow, torturous path."

Leslie Bucknall, a British balloonist of note, has purchased a motor bieyele for a novel purpose—namely, to take with him on his balloon ascents. As frequently the descent is made miles from any town or railway, the motor hieyele will enable him to quickly reach "eivilization."

Sturmey and his Geography.

Henry Sturmey, who was recognized as an English cycling authority before he was thrown out of an automobile and landed on his head, is still damning American bicycles. He has been "hard put to it" by a couple of liberal viewed English riders, who, having lived for years in this country and had extensive experience with the bicycles, have combatted Sturmey with unvarnished and unprejudiced facts that would be sufficient to silence any but the type of Englishman who prides himself on the pigheadedness which he loves to misterm "tenacity."

Sturmey, however, once spent several weeks in America looking at automobiles, during which time no one in the hicycle business ever set eyes on him, but he is still insisting that his car-window views entitle him to pass as an authority on American bicycles, and incidentally attempts to air his knowledge of American geography. He writes a story around Kokomo, Ind., where some good tires but no bicycles were ever manufactured, and is really "blissful in his own conceit."

In this country, however, Sturmey is best remembered by his "knowledge" of the country. The best story regarding it came from Canada. He had evidently read the item which went the rounds of the English cycling press to the effect that it was "one of the most popular before-breakfast runs of New York cyclists to go to Pike's Peak and back," and while in Montreal expressed a desire to "run out" to the peak. When told that it was only four days distant by rail, it is related that the effort to swallow a lump of his concelt nearly choked him.

The Knack in Hill-Climbing.

A lot depends on the cyclist's point of view. If he laughs at difficulties and obstacles, attaches them resolutely and cheerfully, they disappear or are easily overcome. Per contra, if he fears them, and approaches them half heartedly, they assume a magnified importance

Watch a rider approach a hill, for example. Now, if he is "fit," is well mounted and has not ridden too far, there is nothing in a hill to view with distaste. Some riders actually enjoy climbing one. It relieves the monotony, and is a reminder that wherever there is a hill to go up there is also, not far away, one to go down. But the actual climbing of a moderate lull is not a heart-breaking matter. If one rides intelligently, systematically, getting, if possible without too much exertion, a good start at the bottom, and then striking a gait that can be kept to the endor even increased a tritle—without trouble it is pretty plain sailing.

Many riders pursue just the opposite sort of tactics, and, as a result, they don't like hills. When one looms in sight they groan in spirit anr prepare for a disagreeable task. Some try to rush it, and before the top heaves in sight they are in difficulties. Others fail to quicken the pace at the start and so take advantage of the momentum the favoring grade could give them. Slowly, and with many thoughts of walking, they go up, and it is not surprising that they frequently dismount for hills that have no real terrors.

What Causes the Motor to "Knock."

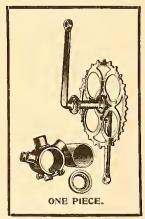
The mysterious "knocking" or pounding which occasionally develops in a motor may be due to a variety of causes, some of them rarely suspected.

Firstly, there is the possibility of the crank and piston not being well balanced, and if there was a very small amount of play in the crank pin bearing this would certainly set up knocking. (2) There may be some blacklash from the crank shaft not being a perfectly rigid fit in the fly-wheel discs. (3) The exhaust cam gear may not be keyed rigid. (4) The contact breaker may be set with too much advance, thus giving too early ignition. If the motor has attained a good speed, and the spark is advanced beyond a critical point, the piston receives a blow before it has got over the dead centre. The momentum of the fly-wheels will, of course, take the piston over the centre, but the result is nevertheless a periodic "knock. (5) Again, it is possible that defective lubrication has something to do with it. The piston coming up against the unlubricated surface of the cylinder sets up a harsh metallic noise.

An English paper bewails the fact that no one has yet turned out a combination pedal—rattrap on one side, rubber on the other. Such a pedal would have a great sale, it thinks. Years ago such a device was exploited on this side. A rider can have detachable rubbers fitted to rattrap pedals, making them either rubber on both sides or rubber on one side and rattrap on the other.

Need Any Hangers?

SIMPLE.
SAFE.
RELIABLE.



ECONOMICAL.

GOOD-LOOKING.

PROVEN BY USE O. K.

ALSO-

TWO=PIECE HANGERS,
Bicycles and Component Parts,

JOHN R. KEIM, Buffalo, N. Y.

AS AN AID TO ANGLING

An Angler Points out What Motor Bicycles Have Made Possible to his Craft.

Wanted, converts. Enthusiasts always want converts. No sooner does he discover something to suit his own needs than he desires to impart the knowledge to others, and bring them to his own pleasant ways. The love of comradeship sets going his persuasive eloquence, and keeps it going until he has induced his particular friend to do likewise.

ern gee-gee opens up have to be realized before they can be appreciated. For instance, to rise in the morning, look out of the window, resolve to ride eighty miles to a favorite salmon pool, to do it, and to catch the last salmon of the season the same day sounds like "throwing the hatchet" till you know the businesslike sound of a motor engine as it throbs and beats delightfully under you, and whizzes you to water which you could not dream of fishing the same day without it.

This evening the writer is enjoying his evening cigar while inditing this, and yet has no sense of weariness. Yet picture his

your progress is a sport of itself. Indeed, the two sports blend delightfully. The one dovetails the other, and both are enhanced by the union. Objections? I have not discovered any. The mastering of technicalities before trusting yourself in company with your machine on the road is an absolute condition of enjoyment, but it need deter none. Fractious steeds are the ill governed ones, but your horse must be properly broken in.

Once under your control, think how independent you will be of train or trap. Arbitrary honrs, inconvenient stations, delays, ticket takings and colt catchings, how I miss them all and do not want either! And how



THE NEW AND THE OLD FORMS OF LOCOMOTION—A SCENE IN FLORIDA.

This spirit helps the world to wag and sports to flourish. Now, deponent is not an easy man to persuade, but, a trusted friend having buttonholed him on several occasions, he capitulated at last, and finds himself the happy possessor of a motor—not, no a motor car, there are certain objections to that besides the cost, but a motor bicycle! says J. Berryman in the London Field.

But what has this to do with fishing? A vast deal. Yet, till you get your motor bicycle, you may not quite see it; at any rate, the acquisition on the writer's part has made it had for the fish. Even that is a small matter compared with how good it has been for the fisherman. The possibilities his mod-

day. Till noon at work in his study. His daughter then suggests that a "run" would do him good. Lunch over, he straps on his spinning rod and mounts at 1:30. By 3 o'clock a stretch of the Avon twenty-two miles distant is having his close attention. At 5 he has packed his brace of best pike on the carrier, and at 6 has arrived home, long before dinner time; and who will accuse him of being tired when he is writing this so blithely? How many of us live near to our favorite fishing resorts? Not many. Distance is the chief obstacle to our enjoyment, and distance the motor bicycle goes a long way toward annihilating.

And then the feeling of independence It gives! You are off at a moment's notice, and

I go right to the very water's edge without a time table and without a groom. And how restful it is, your angling over and the shades creeping on, to sit on your spring seat and let your steed glide you joyfully homeward without whip or word.

The only objection that I can think is that your bill from the taxidermist will be twice as heavy. If there is another, it is that your doctor will suffer, the pastime being such a splendid tonic and sleep inducer. My plan is to appease him with presents of fish. Till lately that sufficed. But now, he being one of the elect also, I take him with me, and in return for his medical treatment, which is nominal, I pay his expenses, which are not.

"A MAN convinced against his will is of the same OPINION STILL,"

BUT

PROOF to the MAN of common SENSE
Becomes ACCEPTED EVIDENCE

THAT

IT'S ALL IN THE PUSH



The Heart of a Bicycle is it's Hanger

TURN DRUDGERY INTO PASTIME.

NE easy-running, self-oiling RACYCLE worth a dozen unmechanical, squeaky bicycles that constantly need repairs. The driving power of all bicycles is on the outside of the bearings, like a horse hitched up outside the shafts. The RACYCLE alone applies the power between the bearings, giving the rider the same speed results with 30% less work. Four Racycles sold to any one style of other makes. Why not secure agency for your town?

MIAMI CYCLE & MFG. CO., Middletown, Ohio.

SEND FOR CATALOG.

Concerning Merkel Motor Cycles.

Nearly One-Half the output of The Merkel Mfg. Co. is Sold already.

...WHY...

Because MERKEL MOTOR CYCLES gave satisfaction to Merkel Riders last Season. It gave them

COMFORT, SPEED, RELIABILITY, SIMPLICITY, DURABILITY.

It will give you the same satisfaction this Season.

Order early to avoid the RUSH.

THE MERKEL MFG. CO., Milwaukee, Wis.

VIBRATION KILLED

1903 HOMAS



The Truss Spring Fork,

Hygienic Cushion Frame
DOES THE KILLING.

Belt and Chain Troubles
ALSO KILLED.

THE THOMAS STEEL AND LEATHER BELT (Patent applied for)

combines all the good qualities of chain and belt without the bad ones.

NO STRETCH, BREAK, SLIP OR RATTLE. No undue friction on the motor's bearings.

BETTER SECURE THE AUTO-BI AGENCY.

E. R. THOMAS MOTOR CO., Niagara St., Buffalo, N. Y.

HEART NEEDS EXERCISE

The Many Unsuspected Ills Directly Traceable to the Lack of it.

In almost every daily paper is to be seen several announcements that somebody has died suddenly. These sudden deaths are more liable to be men than women. Mr. So-and-So fell dead on the street or in his office while writing letters or preparing a sermon or doing something or other. "Found dead in his room" is becoming a very common head-line. These deaths are hardly ever accounted for, says Medical Talk. Generally something is said about the heart. Some vague insimuation that the heart was not acting in a proper manner, but, as a rule, no explanation which is really rational is furnished.

They have become a serious matter—these sudden deaths have. What is the trouble with our men—strenuous business men—that they are falling dead like flies in frosty weather? Is it the strennous life they live? Is it the late hours and midnight suppers they are indulging in? Is it the cogarettes they are smoking? The whisky they are drinking? Is it the want of physical exercise? Or is it all of these combined?

It is a well-known fact that the heart is a muscle. If the muscles of the body are allowed to become flabby the heart also becomes flabby. A flabby heart may be trusted to pump the blood through the system ordinarily, but a sudden fright or emergency, a sudden expenditure of energy, as in running up steps, or any other unusual exercise is liable to overpower the neart. It suddenly stops and the man falls dead.

Tobacco tends to produce a flabby heart. Whisky tends to produce enlargement of the heart. Lazy, indolent habits weaken the heart and thin the ventricles. That man who indites editorials, dictates letters, but takes no muscular exercise is in danger of falling dead. The life insurance man better steer cleur of him. It is of vastly more importance to know what his habits are with reference to physical exercise than to know whether his grandmother died of heart disease or his grandfather had rheumatism. The doctor might a great deal better interview his wife and discover how the man behaves himself than to examine the blood for microbes or the urine for urate crystals.

If a man must me strenuous, let him be strenuous all round. He should take a little strenuous physical exercise every day as well as strenuous mental work. It is even dangerous to neglect to take daily physical exercise. Fatty degeneration is killing more men today than is smallpox. With all the hullabaloo about pest honses and vaccination quarantine and medical boards, our county is not in half as much danger from the ravages of smallpox as it is from the deteriorating, disintegrating influence of physical laziness.

If you have not yet received a copy of The Bicycling World's twenty-fifth anniversary number it is not yet too late.

Why Miller Cares Little for Retailing.

When Charles E. Miller, the Reade street, New York, dealer, declares that he no longer bids for retail trade he is in earnest. The Bicycling World man witnessed a little episode in the Miller store the other day that shows why, and illustrates the picayunish policy of some riders.

Enter a middle aged man with a small wood bicycle rim in his hand. Had they such rims for sale, was his question. The salesman gave an affirmative answer and went back into the store to get one. It was a little narrower than the original, but of the same diameter—about twenty inches, being evidently intended for a child's bicycle.

"Do you have them drilled?" was the next



NEW YORK BRANCH! 214-216 WEST 47TH STREET.

question, after the two had been thoroughlycompared. He was told that they were kept in stock only in the undrilled state.

"Well, have you got a complete wheel this size?" the man then inquired, and was again answered in the negative.

A fresh examination and comparison then took place; next a period of reflection, which lasted nearly five minutes. At last he guessed he would not take it, and handed the rim back and then walked slowly from the store.

The salesman looked after him with a world of meaning in his eye, and turned to the next of a line of waiting customers. He had spent about ten minutes on this sale that he did not make.

A Collector and his Headaches.

One man in New York City is a splendid one to write testimonials for the bicycle as a preventive of headaches. He is a collector, and is subject to headaches. He suffers severely whenever he is walking, but not at all when he rides a bicycle. Therefore he rides a bicycle whenever it is at all possible, even mounting it for a trip of two blocks over granite blocks in preference to walking on smooth flagging.

INFLUENCE OF COLOR

Experience That Convinced one Man That Red is not Desirable for Motorcycles.

What's in a color? The following dialogue which actually occurred recently between two motor bicyclists seems to indicate that there is something in a color, and that a man should consider well the hue of the enamel before bnying:

"Wait till you see my new one—4 horsepower and scarlet all over. It's a hot one, I tell you."

"Red, eh? Well, I wouldn't like to have to pay what it will cost you because of its color. I rode a red one last year, and I think I made a record for being arrested. I don't know whether it is because the color attracts the attention of the cops more, or because there is a prejudice against 'red devils,' but they certainly kept picking me out for the station house, and it was a machine on which I never could keep np with the rest of the crowd. I started to go on a run on Long Island one day, and I was nabbed in New York. I got bail and started again. I missed getting to the meeting place in time for the run, so I took a little trip to Coney Island, and on the way I was arrested again. I wasn't going fast either time, and I know it was because the machine was red that they took me, for plenty of men on black ones were going faster than I was. They fined me \$25 in New York and \$10 in Brooklyn. Being plucked for \$35 in one day I thought pretty good, and I tell you it was all due to that hot looking machine. It looked so warm they thought I must be a scorcher and took me in on general principles. I haven't had the same trouble since I got a black machine. It has occurred to me that maybe a red machine does seem to be going faster than a black one. Black is . what they call a 'small' color, you know, and white and red are 'large' colors. The same thing painted red looks larger than if it was painted black. It has occurred to me that maybe red is a 'fast' color and black a 'slow' one."

Action That Favors Motorcycles.

The Connecticut committee on roads, rivers and bridges has reported the following bill, which is the first time that motor cycles have been mentioned in such legislation, and which, excepting motor cycles from the payment of tolls, is in the nature of a valuable and desirable precedent:

"For power vehicles, except motor cycles, the fares and tolls of the several ferries and toll bridges shall be as follows: For power vehicles with not more than one seat, 50 per cent more than the fares and tolls for a four wheeled carriage, and one horse; for power vehicles with more than one seat, 50 per cent more than on a four wheeled carriage and two horses; and for each additional person accompanying such power vehicles the same fare shall be charged as for additional passengers in carriages."

High Praise for a Roller Chain.

"Regarding The Bicycling World's remarks concerning roller chains, here is my experience with and opinion of them, whatever it may be worth," writes H. H. Wheeler, of Pomona, Cal.: "I have used a Morse twinroller chain for two years-a 3-16 in, one year and now a 1/8 in. chain, I consider it the most durable chain made; certainly the most nearly frictionless; it will lengthen the least of any; will run the longest without care and retain its efficiency and ease of action; and never pops, creaks or snaps. That it is almost frictionless is shown by the condition of my 6-tooth and 7-tooth rear sprockets, With these, making 160 in, and 187 in, gear, I have been riding most of the time lately, and you know the strain resulting from use of such high gears. Well, it can only be told by close inspection which faces of the teeth are worn. With a block chain you know that with such gears the teeth would have worn to a "hook" in a few hundred miles of riding.

"Several who have used the Diamond roller chain have told me that although they worked very smoothly when new, they soon lengthened, and snapped and cracked. (I am simply reporting—not running down this chain; for I know that Diamond goods are nearly perfect). Even the makers wrote me that they did not claim that their roller chain would lengthen any less than a high grade block chain; that its chief advantage was a nicer action under adverse circumstances, such as mud, dust and water,

"Although the Morse chain can be run dry without much damage, I find it gives more agreeable results to oil it about every fifty or seventy-five miles—a drop in each joint, then wipe off all you can from outside of chain, where it does no good on any chain. Use no other lubricant. I keep a chaln-brush attached to my frame."

Complaints That are Scarce.

One rarely hears complaints of inefficient brakes nowadays. Any rider who wants a brake can get one. He has only to fit a coaster brake, and he has a device that will hold his machine on any hill, and that without slinging mud or dust all over him or ruining his tire. Prior to the introduction of the device this was not so. The best brakes were makeshifts, and were scarcely worthy of the name. To that fact was due the constant complaint and the equally constant endeavors to produce something better. They were equally unproductive. At the present time neither the brake nor the brakeless rider has ground for complaint. The latter doesn't want such an appendage, the former an have one if he is willing to pay for it.

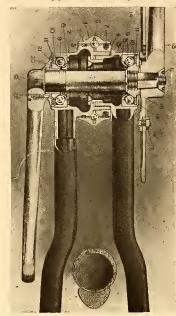
The Reversible Trailer Appears.

They've brought out a trailer on "the other side" which permits the passenger to be seated facing forward or backward. The body of the contrivance is detachable, and can be reversed at will. A far simpler method to secure the same result would be a seat with a sliding back, on the same principle as those used in railway coaches.

Pierce Adds Another Improvement.

The George N. Pierce Co., Buffalo, N. Y., who were one of the first concerns to make a special push on cushion frame machines, have further improved its models for 1903.

The cushion frame chain machine, it will be noticed, is now made with in tubular form at the crank hanger, the usual spring plate at this point having been discontinued in favor of a rocker ball bearing. In consequence, the machine presents the appearance of a rigid frame model, the symmetry of the lines being much enhanced. The construction of the upper rear stays remains un-



1. Bracket, center. 2. Bracket, left side.
3. Bracket, right side. 4. Cone, center bracket, adjusting. 5. Sleeve, center bracket adjusting cone, lock. 6. Retained, centre bracket, ball. 7. Washers, center bracket, felt. 8. Washers, crank bracket, ball retaining. 9. Cups, crank bracket. 10. Retainers, crank bracket, ball. 11. Washers, crank bracket, felt. 12. Cranak and axle. 13. Crank and spider. 14. Sprocket, front. 15. Nut, crank

If the cycle trade ever is to be thoroughly axle. 16. Screw, sprocket, 17. Nut, sprocket screw. 18. Cone, crank, stationary. 19. Flange, stationary cone. 20. Cone, crank, adjusting. 21. Flange, adjusting cone. 22. Screw, adjusting cone, lock.

changed, the cushion being bolted to the seat post bracket, with the usual hinge joint at the rear fork ends. The rocker ball bearing at the crank hanger is similar to the one used on the chainless, but considerably smaller. Its construction is clearly shown by the numbered riagram and the appended key.

The features that have made the Pierce cushion frame chainless so popular are, of course, retained. The large rocker ball bearing referred to is formed by the rear stays and crank box—the latter containing the gears—and is entirely independent of the main part of the frame,

As heretofore the Leland-Faulconer bevel gears are used, many years' use having demonstrated their superlative excellence. The center drive mechanism is also retained, as its use not only obviates any tendency to side play but conduces to the effectiveness and smoothness of the power application.

When the Tire Plunger Sticks.

Sometimes the valve plunger will stick and permit the tire to become deflated before the cap can be screwed on. The right thing to do, and incidentally the best, is to take the valve apart and get at the seat of the trouble. Frequently, however, the rider is averse to this. He may not want to take the time, or he may not have the tools. Consequently he wants to know how to make a "good enough" job.

There are a number of such ways-none of them sure, however. Sometimes "joggling" the plunger with the reverse end of the cap will serve to dislodge it and make it seat itself. Failing this the tire should be inflated, to see if the pressure of air back of it will not make it seat. To effect this the tire must, of course, be pumped hard-as hard as the inflater will make it. If, when the pump connection is unscrewed, the telltale hiss of escaping air is still heard the case is pretty nearly desperate. The only chance then it to take off the pump connection and attach the valve cap with the greatest possible expedition. A certain amount of air will escape, of course, but with a powerful pump it is possible to put so much air iu the tire that a lot of it can escape and still leave enough to make the tire sufficiently hard to ride.

After you succeed in doing this, and have had your ride, it behooves you to make a thorough repair of the troublesome valve. It will save you another bothersome time when next you have to inflate the tire.

Emery a Mysterious Mineral.

Emery is a mineral of rare occurrence and very mysterious origin. At some unknown time in the past its abrasive qualities were discovered, and to the industrial world its utility has been gradually increasing. As a commercial product it is comparatively modern

An analysis of emery shows a percentage composition of 60 to 80 of alumina, 8 to 33 ferric oxide, with small quantities of lime and water—really an impure sapphire. It occurs in amorphous masses in schists, gneiss, granular limestone and other crystalline rocks, in rolled and detachable pieces, and in granules and soils. It is found in many parts of the world, but the best comes from the Grecian Archipelago. It is not found in large masses, so that it may be quarried like stone, but among other rocks, and sometimes in lumps on the surface.

Corundum is of similar formation to emery, but somewhat barder. It is used more extensively in America than elsewhere, large quautities being found here. Corundum is harder than emery, but it does not follow that its abrasive qualities are greater, and experiments have proved that for many purposes emery retains its supremacy. For grinding purposes, however, corundum, has the advantage, inasmuch as it does not raise the temperature of the object so much as emery. In polishing cycle parts, however, emery is preferable. The amount of metal to be removed is slight, and there is no fear of tempering the object.

Road Racing Opens in California.

The racing season in California was inaugurated on March I with a ten-mile handicap on the road near Oakland. The first man to finish was Walter Spellman, of the Capital City Wheelmen, who rode the distance in 26:54. R. Diefenbacher, of the Garden City Wheelmen, finished second in 26:541-5; H. Swanton, N. C. W., third, 26:542-5; Fred Castro, G. C. W., fourth, 26:544-5, and Ed. Prosek, C. C. C., fifth, 26:554-5. All of these had 3 minutes and 10 seconds handicap, finished sixth. These six got place prizes. The time prize men were all in the one-minute bunch. They were as follows:

De Mora, of the Bay City Wheelmen, 24:241-5; Borree, of the Oakland Wheelmen, 24:454-5; Long, of the Bay City Wheelmen, 24:46. Emile Agraz, who was shot several months, ago in a road race near Haywards, and of whom great things were expected, started at scratch, and was five seconds behind the best time at the finish.

After having ridden the ten miles in the race Alfred Riedy, of the Oakland Wheelmen, collided with a member of the San Francisco Wheelmen and sustained injuries which may cost his his life. At the same moment that Riedy crossed under the tape Lee Samuels, a spectator, crossed his path and the collision followed. Riedy turned a complete somersault, his head striking hard on the roadway. The other man was more fortunate, although his nose was broken and he received numerous cuts. Riedy was removed to the County Hospital. It was said that his skull was fractured at the base of the brain.

Fournier Beats Barden for \$5000.

A big race between motorbicycles was run at Canning Town, a suburb of London, on March 12, in which Maurice Fournier beat Charles Barden in three straight heats for a stake of \$5,000. The cable advices of it sent only the last name of Fournier, and the daily papers heralded the event as a victory won by Henri Fournier, "the French automobilist"

Fournier, of Paris-Berlin fame has not returned to motor cycling. The rider who is now distinguishing himself in England is a cousin of the automobilist. He has been racing on bicycles and motorbicycles in England for some time now, and has forced himself to the foremost position.

In the race of last week the first two heats, at one mile, were ridden from a flying start and the third one from a standing start. The times were: 1:14 3-5, 1:18 2-5 and 1:23 3-5. Four thousand persons saw the race. It was the biggest cycling event seen in England for some time. In order to hold it on the track it was found necessary to buy up the promoters of a football match.

The match between Fournier and Borden was arranged to be the best three heats in five, two with flying starts, two with stan-

ding starts and the third to be decided by the toss of a coin.

In addition to the \$5,000 (£500 a side) Fournier received the whole of the gate money, the event having been promoted by the Automobile Components, Limited, to demonstrate the superiority of their "automotor" engine of 4½ horsepower, that Fournier used.

One More Flasco in Florida.

The much advertised race between "Bobby" Walthour and Harry Caldwell at Jackson-ville last Friday resulted in a fizzle, due to broken chains and punctured tires. It was a paced race of three five-mile heats. In the first heat Walthour's chain broke and Caldwell won. In the second heat the near tire of Caldwell's pacing machine was punctured and Walthour was given the heat. As Caldwell had no new tire and no other machine with which to ride the third heat, it was called off and the race awarded to Walthour. Two thousand persons were disappointed by this fiasco.

In a one-mile professional open "Jimmy" Moran beat Hardy Downing two heats out of three. The times were: 2:25, 2:18 and 1:59.

Jerseymen Object to "Foreigners."

According to one of the committee of the Centuhy Road Club Association that is working to arrange for the holding of the Irvington-Milburn race, some opposition is being encountered because of the C. R. C. Association being a "foreign" organization, that is one with headquarters outside of New Jersey.

It would be well to call the attention of the Jerseymen to the fact that the race was inaugurated chiefly by Brooklyn cyclists, and for years was conducted by the old Metropolitan Association of Cycling Clubs. It is quite proper and in keeping with the history of the race, that it should be run by New York wheelmen, because it was instituted by and-always has had its chief support from the cyclists of New York.

Cycle Racing and the Collegians.

Columbia University has practically decided to abandon cycling racing, owing to the lack of interest in the sport on Morningside Heights, New York. Captain Watson of last year's team has graduated, and former Captain C. L. Rose, the only remaining rider of the old squad, has not called for cycle candidates this year. There is no cycle manager, and no schedule has been attempted. It also appears that the intercollegiate meet will be abandoned this year, as Yale and Harvard have also disbanded their teams, although Cornell, Princeton, Pennsylvania, Swarthmore and Georgetown are still fostering the sport.

Walthour Easily Defeats Lawson.

At Atlanta, Ga., on Thesday night "Bobby" Walthour defeated "Gus" Lawson in two five-mile paced heats. The times were 7:282-5 and 7:54. In the last mile of the second heat Walthour broke his own best record for a mile by riding the distance in 1:263-5.

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Indian



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Want Catalog?

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SPRINGFIELD, MASS.

The Retail Record.

Englewood, N. J.—Samuel Geagen buys out Benjamin Ward.

Syracuse, N. Y.—The Potter Co., 421 South Clinton street, new firm,

New Haven, Conn.—Henry Horton removed from 289 State street to 295 State street.

Natick, Mass.—Patrick Peters removed from Coleman Building to South Main street, Bangor, Maine.—W. H. Brackett removed from 15 Central street to 13 East Market square. Springfield, Mass.—Frank E Battey files petition in bankruptcy. Liabilities \$1,618.55; no assets.

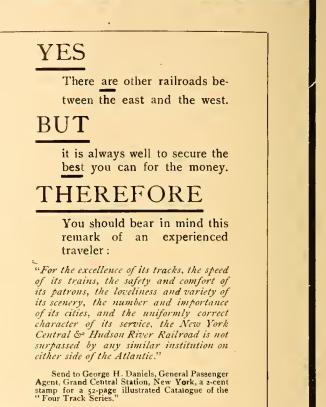
Swanton, Vt.—Z. E. Russell buys out K. E. Prouty & Co. and moves the business to Forge street.

Wants Locknuts on Bearings.

'The Bicycling World had a short paragraph a week or two ago about keeping bearings properly adjusted, which suggests to me," writes an old rider, "that it would

be a great help to this if all bearings had locknuts. Nearly all makers seem to have ceased putting these on hub bearings. To me it is very annoying to have to try perhaps a dozen times to get the adjustment exactly right every time a wheel is taken out of the frame to change gear or repair tire, or for any reason. With a lock-nut the adjustment can be secured, and there it is for the whole season—no matter how many times the wheel is taken out."

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Star	1903 B.G.I.PEDALS	Star
Bridgeport	ONCE TRIED ALWAYS USED.	Bridgepor
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The Week's Patents.

722,339. Protecting Band for Pneumatic Tires. John Wheeldon, Sheffield, England. Filed May 22, 1902. Serial No. 108,528. (No model.)

Claim.—1. An intermediate projecting band adapted to be inserted between the air tube and tread of a pneumatic tire consisting of inner and outer strips of fabric, and a layer of small plain sections of sheet metal fitted closely together side by side, end to end, and edge to edge between the strips of fabric, and cemented together with the strips of fabric.

722,357. Carburetter for Gas Engines. Herbert A. Davis, Philadelphia, Pa., assignor to J. H. Brinton, Philadelphia, Pa. Filed March 1, 1902. Serial No. 96,224. (No model.)

Claim.—1. In a carburetter, a rotary valve, a fuel conduit controlled thereby, a lift valve, an air conduit controlled by said lift valve, a stop connected with said rotary valve for limiting the opening of said lift valve in proportion to the opening of said rotary valve, said lift valve being adapted for closing said fuel conduit, substantially as specified.

722,376. Pneumatic Tire. Joseph G. Moomy, Erie, Pa. Filed June 30, 1902. Serial No. 113,848. (No model.)

Claim.—In a pneumatic tire, the combination of an air tube formed of rubber having incorporated within its walls a reinforcing fabric, said fabric extending from the rim portion of the tube around only a portion of the transverse circumference of said tube, and an outer jacket, said tube being secured to the outer jacket along the tread portion and free from said jacket along the rim portion, the reinforcing fabric extending into the portion of the tube-secured to the outer jacket.

722,377. Pneumatic Tire. Joseph G. Moomy, Erie, Pa. Filed July 19, 1902. Serial No. 116,200. (No model.)

Claim.—1. In a pneumatic tire, the combination of the outer cover A, having a flap a; the inner tube B, having the reinforcing strip b, formed of an integral piece of partly cured rubber and of a thickness sufficient to make an edge-to-edge joint.

722,402. Hub for Bicycle Wheels. Gustaf Ellstrom, Fitchburg, Mass., assignor to Mary Elizabeth Johnson, Fitchburg, Mass. Filed October 19, 1896. Serial No. 609,344. (No model.)

Claim.—In a bicycle, the combination of a hub, a screw threaded spindle held concentrically in said hub, ball cups inserted in the ends of said hub and removable therefrom and provided with internal screw threads, cones held upon said screw threaded spindle and outside said ball cups, a series of friction balls held between said cones and said ball cups annular caps bearing against the ends of said hubs and having screw threaded flanges engaging the internal screw threaded in said ball cups, whereby said ball cups are held from being crowded inwardly by the pressure of the balls thereon, substantially as described.

722,432. Spring Spoke for Wheels. Alphonse Prouvost, Tourcoing, France. Filed May 20, 1902. Serial No. 108,221. (No model.)

Claim.—1. In a vehicle wheel, the combination with the wheel rim and hub, of flat spring metal spokes having a tension side in the form of an arc and a compression side

iu the form of a compound curve, for the purpose set forth.

722,433. Bicycle Wheel. Gaines G. Ritchie, Sangamon, Ill. Filed October 22, 1902. Serial No. 128,329. (No model.)

Claim.—1. A driving wheel having a revoluble frame and a peripheral series of tread wheels, and means for communicating driving power respectively to the tread wheels.

722524. Tricycle. William A. Marqua, Cincinnati, Ohio. Filed October 24, 1902. Serial No. 128,535. (No model.)

Claim.—In a tricycle, the combination with an axle having a pair of running wheels secured thereto, a body portion mounted thereon, a fore portion for said tricycle, a guide wheel mounted in the said latter portion, adjustable foot rests formed in the fore portion, a U-shaped reach.

The Week's Exports.

Argentine Republic—24 cases bicycles and material, \$1,197.

Aviles-2 cases bicycles material, \$36.

Athens-2 cases bicycles, \$250.

Antwerp—16 cases bicycle material, \$730; 1 case bicycles, \$13.

Bremen—4 cases bicycles and material, \$120.

British West Indies—15 cases bicycles and material, \$688.

British East Indies—6 cases bicycle material, \$140.

British Australia—13 cases bicycles and material, \$700.

British Possessions in Africa—9 cases velocipedes, \$252; 30 cases bicycles and material, \$490.

Bale—4 cases bicycle material, \$395.

Christiania—2 cases bicycle material, \$55. Copenhagen—96 cases bicycle material, \$3,006; 131 cases bicycles, \$3,820.

Cuba—1 case velocipedes, \$28; 2 cases bicycle material, \$52.

China-10 cases bicycle material, \$801.

Dutch West Indies—7 cases bicycles and material, \$140.

Dutch Guiana—4 cases bicycles and material, \$90.

Egypt—15 cases bicycles and material, \$253.

Genoa-48 cases bicycle material, \$1,763.

Havre—70 cases bicycles, \$1,118; 21 cases bicycles and material, \$1,170.

Gothenburg—13 cases bicycles and material, \$330.

Hamburg—79 cases bicycles, \$2,300; 40 cases bicycle material, \$2,502.

Hull-1 case bicycle material, \$200.

Japan-50 cases bicycle material, \$2,459.

Korea-33 cases bicycle material, \$384.

Liverpool-11 cases bicycles, \$350.

London—81 cases bleycles, \$3,584; 48 cases bicycle material, \$1,726.

Malta—1 case bicycles and material, \$30. Mexico—1 case bicycle material, \$53.

Stockholm-7 cases bicycles, \$105.

Southampton—59 cases bicycle material, \$3.123

St. Petersburg-81 cases blcycle material, \$2.593.

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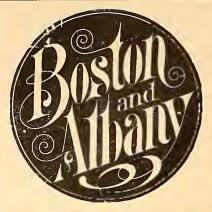
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" Syracuse	7.55 "	11.25 "			
" Rochester	9.45 "	1.15 "			
" Buffalo	11.40 "				
" Toledo	5.55 A.M.				
" Detroit	0.00 11.11.	8.25 "			
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The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVI.

New York, U. S. A., Thursday, March 26, 1903.

No. 26

MAKERS MEET APRIL 6

Fate of Projected Pooling and Classification Arrangements Then to be Decided.

Present prospects make it appear that the meeting of the Bicycle Manufacturers' Association, which is fixed for April 6 next at the Manhattan Hotel, this city, will prove not only the most numerously attended but one of the most momentous trade gatherings that has ever occurred. It scarcely seems possible that any man of importance will be absent.

The projected pooling arrangement is, of course, the chief subject for discussion, and the plan in its entirety is due to be presented and finally acted on.

The report of the Classification Committee also due. This committee, comprising Colonel Albert A. Pope, H. E. Maslin, E. E. Kirk, William Mitchell Lewis and E. J. Lonn, is due to convene a week in advance of the general meeting in order to debate and separate into respective grades and prices, according to material employed, the bicycles made by the various members of the association. Their report cannot well fail to be both interesting and vitally important.

It is possible also that the nature of the arrangement or understanding with the parts manufacturers will be disclosed.

Parted the Baker From his "Dough."

Joseph Weible, a Paterson (N.J.) baker, has ten shares of American Bicycle stock which are in the nature of an "elephant" on his hands. How he became possessed of them is an interesting and not unamusing story that came out in a local court last week.

It seems that a Paterson real estate agent went to Weible and represented to him that he desired to secure a loan of \$50 for a third party on two weeks' time. As the agent agreed to pay back \$60 at the end of that period, leaving a clean profit of \$10 for loaning the half hundred for two weeks, a figure slightly in advance of the usual rates of interest, and also offered the A. B. C. stock as security, the baker jumped at the proposition and advanced the \$50.

When the time set expired and the money

was not forthcoming Weible was in no wise dejected, that is, not until he set about to learn the value of the securities which he held. When he saw the stock exchange quostations his face fell. When he learned also that the stock was subject to an assessment of \$9 per share, he rushed to a lawyer.

When the suit was tried last week, the real estate man claimed that he had borrowed the money for a third party, acting only as the latter's agent, and consequently was not responsible for the loan, and could not be sued for it. The case was non suited on this ground, and the defendant wept.

The India Factory in Flames.

Akron, Ohio, March 26.—The factory of the India Rubber Co. is afire, and is such a mass of roaring flames that there is small chance that any part of it will be saved; the 300 workmen escaped without accident.

How Their Motor Bicycles Differ.

Contrary to general expectation, the motor bicycles made by the Eastern and Western departments of the American Cycle Manufacturing Company will not be similar. Although both are chain driven, they differ radically in design, detail and equipment. The Eastern department is using a motor of its own manufacture, while the Western engine is of Hedstrom design.

Beck Made Inspector of Factories.

Robert M. Beck, who some seven or eight years since was superintendent of the Pope Mfg. Co., has engaged with the American Cycle Mfg. Co. as inspector of factories. As his title makes plain, he will have general oversight of the hig company's several plants.

From Pedals to Wall Street.

Harry B. Cannon, former sales manager of the Bridgeport Gun Implement Co., has lannehed his bark on Wall Street as a board member of Crawford, Dyer & Cannon. He is now in Europe "toning up" for the fray.

Scarcity of Wood Rims.

A stringency in the wood rim market has developed; it is sufficiently acute to cause embarrassment and delay shipments of bicycles from several factories.

HIGH GRADES IN DEMAND

Sales of one Concern More Than Double and not one Cheap Wheel in the lot.

F. Finkenstaedt, secretary of the National Cycle Mfg. Co., Bay City, Mich., and one of the least known but one of the few men who know how to intelligently sell bicycles, was in New York on Monday last. It was one of his periodic visits.

"We're a little off the main line of travel, you know, and find it helpful to enter the 'enemy's country' every once in a while to discover what's going on," he said smilingly in answer to the usual interrogatory."

Despite their being "off the main line," the National people have each year been making headway in the East, their magnificently made bicycles and intelligent salesmanship being forceful factors that are not easy to long resist. As one of the very few concerns that has, despite low price clamor, held tenaciously and unwaveringly to the high grade standard, the National company's progress, has been the more remarkable There are no cheap Nationals, either in the catalogue or "on the side."

Preceding Mr. Finkenstaedt's visit the report was current in the East that the demand for Nationals this spring had been so great that the season output had been "sold up." When asked regarding this phase of the matter Finkenstaedt responded:

"We do an agency business, and never permit ourselves to be caught in such a situation. I don't mind telling you, however, that we have already shipped more than twice as many bicycles as we ever before shipped in the same period," which adds more evidence to the assertion that the "day of quality" has returned and that high grade bicycles are again in the ascendancy.

England's Quarter-Million Gain.

England's upward march in the matter of exports give no evidence of lagging. The Fberuary totals show an increase of \$148,000-£80.942 against £51,244 in February, 1902. In January the gain was \$156,000, making more than a quarter of a million increase in the first two months of the year,

BETWEEN THE MILLSTONES

New Jersey's Automobile Law Bears Heavlly on Motorcycles-Classed With big Cars.

"Jersey justice" is going to be a tough thing for motor bicyclists hereafter. The new automobile law classes motor bicycles right in with all motor vehicles not driven exclusively by pedals and there is no escape from it. This law, entitled "An act defining motor vehicles and providing for the registration of the same and uniform rules regulating the use and speed thereof," is worse than similar measures enacted in other states, because if does not leave the smallest sort of a loophole through which a motor bicyclist may escape from the burden of having to do all that the owner of a two-ton touring motor car must do. As a motor blcycle can be propelled by muscular energy applied to the pedals, the owner of one, by shufting off the motor and pedalling, can, at the proper time, escape being classed as a motor vehicle, and exempted from the obligations of such in states where the automobile laws specifically exempt bicycles and all other vehicles propelled by muscular power. This is a loophole through which, as a rule, motor bicyclists can escape from the obligations of the persecuting laws now being framed by bucolic legislators and ranting anti-automobilists everywhere.

The New Jersey law is different from most others of the sort, however. It sets out by refining motor vehicles as follows:

"Wherever the term motor vehicle is used in this act it shall be construed to include automobiles, locomobiles and all other vehicles propelled otherwise than by muscular power, excepting the cars of electric and steam railways and other motor vehicles running only upon rails or tracks; but nothing in this act contained shall be construed to apply to or affect bicycles, tricycles or such ofher vehicles as are propelled exclusively by muscular pedal power.

The first requirement is that every motor vehicle owner shall file an affidavit of competency, a description of his vehicle and take out a license at a cost of \$1. It is to be noted that non-residents are not excepted. The law was signed Mondoy night, and became operative Tuesday. The word "exclusively" does not allow the moter bicycle to be classed with other bicycles. The owners and users of them must conform to all the requirements made for touring cars, and be liable to imprisonment, the same as the owners of big automobiles that can go a mile a minute, because the motor bicycle is not "propelled exclusively by muscular pedal power."

The first effect of this new law will be to prevent any motor bicycle contest being held in conjunction with the Irvington-Milburn race, the same as was done last year. The law fixes the maximum rate of speed and does not permit any local authorities to supervene by suspending femporarily the speed

If you use a motor hicycle without a license now in New Jersey you are subject to a fine of \$50 for a first offense and \$100 for a second offense.

Here is what you have to conform to after you pay a dollar and get a license:

"The owner of each and every motor vehicle driving the same upon the public streets, public roads, turnpikes, parks, public parkways, public driveways or other public highways in this State shall have the number of the license issued as aforesaid by the Secretary of State upon the back of every such motor vehicle, in a conspicuous place, so as to be plainly visible at all times during daylight, such numbers to be separate Arabic numerals, not less than three inches in height, the strokes to be of a width not less than three-eighths of an inch, and, excepting the numbers upon the lamps, as required by section four of this act, such owner shall not be required to place any other marks of identity upon said motor vehicle." Penalty: For driving a motor vehicle with-

out a number, \$15; for using fictitious number, \$100.

"Every motor vehicle shall carry, during the period from one hour after sunset to one hour before sunrise, at least two lighted lamps, showing white lights, visible at least two hundred feet in the direction toward which such motor vehicle is proceeding, and shall also exhibit at least one red light visible in the reverse direction; upon the sides or fronts of the two aforesaid lamps showing white lights shall be displayed, in such manner as to be plainly visible when said lamps are lighted, the number of the liceuse issued as aforesaid by the Secretary of State, the same to be in separate Arabic numerals, not less than one inch in height; every motor vehicle shall also be provided with good and efficient brake or brakes, and shall also be provided with suitable bell. horn or other signal device."

Penalty: \$10.

"The following rates of speed may be maintained, but shall not be exceeded, upon any public street, public road, or turupike, public park or parkway, or public driveway,

or public highway in this State by any one

driving a motor vehicle.

(1) "A speed of one mile in six minutes upon the sharp curves of a street or highway and at the intersection of prominent cross roads where such street, road or highway passes through the open country, meaning thereby portions of a town, township, borough or village where houses are more than one hundred feet apart.

(2) "A speed of one mile in seven minutes where such street or highway passes through the built-up portion of a city, town, township, borough or village where the houses are and average less than one hundred feet apart.

(3) "Elsewhere and except as otherwise provided in subdivisions one and two of this section a speed of one mile in three min-

Penalty: (1) \$25; (2) \$25; (3) First offence, \$50; second offence, \$100, or in the discretion of the Magistrate, ten days' imprison-

"Every person driving a motor vehicle shall, at request or upon signal by putting up the hand or otherwise from a person riding or driving a horse or horses in the opposite direction, cause the motor vehicle to stop and remain stationary so long as may be necessary to allow said horse or horses to pass."

Penalty: \$10.

"Any person driving a motor vehicle upon any public streets, public highways, public roads, turnpikes, parks, public parkways or public driveways in this State in a race or on a bet or wager shall, upon conviction, be fined in a sum not exceeding fifty dollars, and, in default of payment thhereof, be punished by imprisonment in the county jail for a period not exceeding fwenty days.

If you are arrected you can avoid being put in jail by depositing \$50 cash and agreeing to appear for trial later. Hereafter if you go into New Jersey always carry \$50 with

There is talk of dropping the word "Cyclist" in the name of the Cyclists' Touring Club. In such case the organization would Its steadily dwindling cater to all tourists. membership of the big British club has led to the suggestion.

Proving Himself "Um Heap Big Brave."



Trying a Pale-Face's Mitchell Motor Bicycle-A Scene_in Indian Territory.

ATTACKED OUT WEST

Minneapolis Council Asked to Bar Motorcycles From Cycle-Paths and Fight is on.

What has been talked of and threatened on several occasions in different parts of the country is at last being attempted in Minneapolis, i. e., the barring of motor cycles from the cycle paths. The movement which has taken the practical form of a petition to the Minneapolis City Council is due to disgruntled bicycle riders. Their petition is as follows:

"The undersigned bicycle riders of the city of Minneapolis believe that on account of the speed, size, and distracting noise, and the disastrous results in case of accident which are so frequently noted in the operation of vehicles propelled by other than human power, the safety of the public requires that the bicycle paths be reserved for the use of those who propel their vehicles by human power only.

"We therefore petition your honorable body to enact such ordinances as may be expedient to bring about this result."

The most conspicuous name attached to this semi-humorous petition is that of A. B. Choate, a former chief consul of Minneapolis, and long oue of the leading L. A. W. lights of that State.

Following the filing of the petition the motor cyclists of the city were given a scare by the appearance of newspaper reports that the city attorney had rendered a decision against them and upholding the petition. It transpires, however, that the "opinion" was merely au offliand remark, and in nowise authoritative or official. On the other hand, the city clerk, who issues the licenses permitting cyclists to use the Minnesota paths, has taken a resolute stand by refusing to discriminate between cycles and motor cycles. He very properly holds that all the bicycles, differing merely in certain details. The Minneapolis Cycle Trade Association has also taken action in the matter and filed a strong protest against any discrimination between the several forms of bicycles.

It is probable that the agitation will hasten the organization of the Twin City Motor Cycle Club in Minneapolis and Sa. Paul, which was projected last year. H. S. Haynes, one of the leading spirits in the Minueapolis Cycle Trade Association, and one of the most wide-awake dealers in the State, says that he has little fear that the petition, which will go before the City Council for action to-morrow, will be granted.

Road Rules Again Postponed.

Still another delay in the action on the tules of the road ordinance in this city was caused last Friday when they came up for what was supposed to be a final hearing. This time it was Deputy Police Commissioner Piper who was the stumbling block. President Cantor stated that Piper desired to offer some suggestions, and asked for another hearing.

Chairman Armitage Mathews said that there had been eight or ten hearings already and that matters should be expedited, but that the committee would wait one week to hear from Captain Piper.

The impression prevails that the ordinance is pretty apt to be reported upon favorably just as it now is.

Solving the "Prize Question."

A Newcastle (England) firm, the largest in that part of the Kingdom, has adopted a novel and clever plan to assist in the promotion of club events, that may suggest a way out of the "prize difficulty," which has perplexed not a few dealers in this country.

Briefly, the Newcastle firm's plan is this: If five members of a club purchase, collectively, five new cycles of any value during the present year the firm agrees to give to that club a silver cup or a prize of the value of \$25; if 10 cycles he bought a cup or prize of the value of \$50 will be given. The cycles may be bought either for cash or on the instalment plan, which is immaterial to the firm so long as the purchases are effected.

To Organize in Boston.

The motor bicycle club, the formation of which the enterprising E. H. Corson, of Boston, has been agitating for more than three months, is now near accomplishment. A preliminary meeting was held yesterday (Wednesday) at the club house of the Massachusetts Bicycle Club, Boston, at which the proposed organization was discussed informally. It was arranged to meet again on April 9, when steps will be taken to formally launch the new club. There is a possibility that a combination with the Massachusetts club will be made, in which case the name the Massachusetts Cycle and Motor Cycle Club will be adopted.

Col. Pope, Guest of Honor.

To-night, Thursday, the Associated Cycling Clubs of New York will held their fifth aunual dinner at the Harlem Casino, Colonel Albert A. Pope is to be the guest of honor and chief speaker. It is expected that 150 will be present.

MYSTERY FROM ALBANY

"Strike" at "Liberty Bill" Which is Promptly Denied by its Reputed Author.

Persons who follow legislative affairs in New York State closely have been startled by reading Senate Bill 550, introduced by Mr. Bailey as an act to amend the highway act of 1890, otherwise known by cyclists as the Liberty bill. In the Bailey bill, as quoted by the Brooklyn Daily Eagle, is a section relative to the provision in the Liberty bill that "the commissioner, trustees or other authorities having control or charge of any highway, public street, park, parkway or place shall have no authority to pass, enforce or maintain any ordinance, etc., by which any person using a bicycle, automobile, etc., shall be excluded or prohibited from having free use of any such highway."

This, says the Eagle, it is proposed to amend by striking out the word "park." This would enable any park commissioner in the State to forbid cyclists the use of the park or parks under his jurisdiction. As the right to ride in the parks was one for which wheelmen made their earliest fight. and it is one that has always been dearest to the heart of every cyclist, the proposal at this late day to authorize park commissioners to rob them of it was indeed startling.

The Bicycling World promptly wrote to Senator Edwin Bailey, Jr., on the subject and his reply makes a mystery of the whole business, for he says: "I know of no such bill as you refer to as being introduced by

The alleged Bailey hill is the outgrowth of the anti-automobile legislation in this State, the striking out of the word "park" being but one of several restrictive amendments to the existing law.

President Shattuck, of the Automobile Club, who has been in Albany attending to legislative matters relating to the use of roads could not be reached to interrogate, but Secretary Butler, of the club, said that the bill is one which undoubtedly will be pigeon-holed. Nevertheless, the matter is one that would seem to require further attention on the part of the organized wheelmen.

Hedstrom to try for Recards.

Oscar Hedstrom and his Indian motor bicycle are likely to figure largely in the three days' "speed carnival," which begins to-day on the beach at Daytona, Fla. Not only will he compete in all races to which he is eligible, but he will also attack the straightaway records for one mile and for 25 miles.

NEXT WEEK The Nearest Approach to a Cycle Show. The Spring Issue of THE BICYCLING WORLD.

All the new things, leading models and productions illustrated and described.



Wherever there is a bicycle ridden you will find a NATIONAL. In every community there are some discriminating riders who select the best.

JERRY WOODWARD SAID:
"A national Rider never Changes his mount."

Five years ago he was Amateur Champion of Michigan, Iowa and Nebraska, having won all of his races on a NATIONAL. He is just as enthusiastic to-day over the good qualities of our later models and is riding a NATIONAL still.

MAKERS:

National Cycle Mfg. Co.,

BAY CITY, MICHIGAN.

A bicycle whether propelled by man or motor is complete only when fitted with

FISK TIRES

They contain all that goes to make the best.

WRITE US FOR INFORMATION.

FISK RUBBER CO.,

Chicopee Falls, Mass.

BRANCHES:

BOSTON, 604 Atlantic Ave. SPRINGFIELD, 40 Dwight St. NEW YORK, 83 Chambers St.

PHILADELPHIA, 916 Arch St. CHICAGO, 52 State St.

SYRACUSE, 423 So. Clinton St. BUFFALO, 28 W. Genesee St. DETRUIT, 254 Jefferson St. SAN FRANCISCO, 114 Second St.



In which is Incorporated "The Wheel" and the "American Cyclist."

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TELEPHONE, 2652 JOHN.

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Invariably in Advance.

Postage stamps will be accepted in payment for subscripiions, but not for advertisements. Checks. Drafts and Money Orders should be made payable to The GOODMAN COMPANY.

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Geoeral Agents: The American News Co., New York City and its branches

Change of advertisements is not guaranteed unless copy therefor is in haod on SATURDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, MARCH 26, 1903.

"There is no other trade paper that we look forward to as we do to The Bicycling World; it talks exactly the way we feel, and reading its columns inspires us and causes us to knuckle down again with fresh enthusiasm, We get lot of pointers for our advertising, in which we thoroughly believe, from your sample 'ads,' and we are getting the people to think that cycling is not dead after all." Schollenberger Bros., Wichita, Kan.

The Trade's Screaming Need.

On the 6th of next month the Bicycle Manufacturers' Association will convene in this city. The members represent the blood and backbone of the trade. They will talk of several matters of great moment if not of vital concern to the trade, which is themselves. There is one subject which they cannot discuss too much or too earnestly—the subject of publicity.

In the association we know well that there are those who will not care to enter into such discussion. There are those also whom it will be difficult to impress with the im-

portance of the subject-those who cannot see or who do not and who possibly cannot appreciate the full meaning of publicity. The one class would rather sell a nameless bicycle for \$7.97 and profit 97 cents than sell them for \$17.97 and make a profit of \$7.97; they cannot or will not see that the \$3 expended for publicity-for advertising, earns compound interest compounded. The other class, selling bicycles which it is not ashamed to father, finds it cheaper to complain than to pay out one, two or three dollars per bicycle for that which gives every promise, but does not absolutely guarantee a return of five or ten times the amount; this class constitutes what the vernacular terms "sure thing players;" they must have \$2 paid into their hands before they will let go of \$1.

WILL DYNAMITE BE NECESSARY?

Between the two classes of members, there is another class that sees, feels, knows and realizes the value—the vital need, the vital benefits of publicity. They know that while steam may be the force that produces the bicycles, publicity is the steam—the force that sells them. It is hoped that this class will be able to properly impress their fellows in the association, though at times we are inclined to think that nothing short of individual charges of dynamite will open the heads of the latter wide enough for the truth to enter and penetrate.

Undoubtedly these three classes of merchant-manufacturers exist in varying proportions in all industries. But in the cycle trade they are weighted by a Past full of glorious rainbows and beautiful bubbles. The rainbows have faded and the bubbles have burst, But the memories of that Past! How they haunt the trade! Men injure their eyesight straining for a return of the rainbows and all but burst their lnngs in attempting to blow bubbles like those of the Past-a past in which any fool could make bicycles and any fool sell them. These men, well knowing that to-morrow returns no more, deceive themselves by attempting to believe the reverse—the impossible. They seek to explain why the bubbles burst and the rainbows faded. War, fashion, trolleys, automobiles, high gears, hard saddles, hills, head windsevery old thing is brought forward in explanation, and explanation is accompanied by the dazzling truth that even the world moves in a circle. Perforce, everything else goes around and must eventually reach the point from which it started-must again cut the circles through which it previously passed. Therefore, Presto! also Eureka! the cycling bubbles and cycling rainbows must come once more!

TRUTHS THAT DAZZLE AND DISTORT.

But dazzling truths, like dazzling lights, serve to distort if not to blind the view. Its bedazzlement has so served the cycle trade. In looking for a return of the rainbows, too many heads are turned toward the Past. They swing in that direction almost automatically. It is time to readjust them. It is time that faces were turned toward the Future-time they were glued, nailed, riveted, roped so that not even an eye-slant glance of the Past may be obtained. The meeting of the Bicycle Manufacturers' Association next month offers an occasion when service of the sort may be performed, and in its performance the eyes, the mind, the energies must be rivited not on burst bubbles and faded rainbows, but upward and forward on the clear, bright light, on the great if unappreciated truth, Publicity.

It is the lack of that light—the inappreciation of that truth that is the matter with the cycle trade, not war, nor fashion, nor pestilence, nor trolleys, nor gears or anything else of the sort.

KEEPING THE THUMB ON THE PUTTY.

Bicycles were sold and ridden in greatest numbers, and the world was interested in bicycles when they were talked about, written about, and were to be read about. They ceased to be sold and ridden in considerable numbers, and the world ceased to be interested in them when they ceased to be talked and written about and were no longer to be read about. The public mind is but putty. It is quick to receive, almost as quick to lose an impression. If the impress is to be sustained or is to be made lasting the thumb must be kept on the putty.

What is the thumb that shapes the impression on the Public Putty?

Is there a man whose brain has expanded beyond its infantile dimensions who will say that that thumb it not printers' ink—the public prints, the newspapers, the press—publicity?

There is no man in the cycle trade or out of it who, consciously or unconsciously, is not living evidence of the power of the press. Nine-tenths of all that he knows and thinks about and talks about are merely impressions left by the public prints—by the thumb, publicity. It makes and unmakes men and nations, no less than industries. There is no industry, it matters not what its nature, that cannot be made better by publicity—by intelligent publicity; some can be betterd more

than others—the manufactured article far more than the raw material; the sales of the former regulates the sale and bettermnt of the latter,

WHAT MADE THE CYCLE TRADE.

It was publicity that made the bicycle industry; it was the lack of publicity, as has been remarked, that, if it did not unmake it, then caused it to fall to the dead level of monotony.

The situation resolves itself into this question: How is the necessary publicity to be obtained?

If any member of the Bicycle Manufacturers' Association or of any other association imagines that the publicity can be obtained without an expenditure of money he should quickly undeceive himself. The public prints are philanthropists and benefactors up to a certain point only. "Live news" is their first consideration. After that the "money there is in it" weighs with them as with all other commercial institutions.

When the subject promises sufficient returns, or when the editorial department or counting room believes or imagines that it promises sufficient returns, the papers make it the duty of one man to seek out and chronicle the events and doings of that particular pastime, or industry, or whatever it may be. It is due largely to editorial imaginings of the sort that the automobile has obtained its present degree of prominence. They fancy they see "millions in it," and in consequence the "automobile editor" and the "automobile column" are fixtures, or temporary fixtures, at any rate. There was a time when the bicycle occupied a similar position in their estimations. How it may be restored to that position we pointed out several months since in quoting the remarks of one of the responsible men on one of the biggest and best of the New York dailiesone that has wholly lost its regard for the bicycle. The utterances in question go to the very heart of the publicity subject, so far as bicycles are concerned, and for that reason are appended in full:

HOW TO GET THE PRESS IN LINE.

"I've heard more than one man in the bicycle business express wonder that the daily papers now devote so little space or attention to cycling affairs, but it really should surprise none.

"There are two or three of us here who because of our love of the bicycle still give space to it regularly, but for all the good that it does our papers we might as well not write a line. When the bicycle people have money to spend they hand out their ads. to

all alike. The papers that do not care a rap about bicycles and rarely print anything about them, get just as much out of the business as we do; it's the sort of thing that makes a man weary.

"If the bicycle advertisers desire to have the bicycle again given publicity and prominence, the means are in their hands. When they have favors to dispense left them give them to the papers that deserve them-the ones that are printing bicycling matter. When the other papers come around for the husiness let them be told that it will be given them when they give space to cycling subjects, and, my word for it, they will find the space in short order. It is a method that will never fail of its purpose, and if publicity is desirable—and there is scarcely any doubt about that-all the cycle trade has to do is to pursue the policy, and the number of 'bicycle columns' that will be developed will surprise all concerned and result in publicity that will be worth a good many thensands of dollars to the bicycle interests in general."

It is unnecessary to elaborate on these statements. They make plain what is necessary, and it may be accepted as indisputable that if it is made an object for them so to do, the papers will write about bicycles, and, being written about, they will be read about and in turn talked about, and there yon have the publicity that is desired.

CUT-PRICE AND MAIL-ORDER HOUSES.

Speaking generally, it may be said without fear of serious contradition that the only bicycle advertising of moment that has been done during the last two or three years has been done by the cnt price dealers and the mail order houses-by the very people who do business on the slenderest margins. But they have advertised intelligently, and with an end in view. They know the value of publicity, and they employ the knowledge as it should be employed. As we write we are in receipt of a temptingly worded letter from a mail order concern inviting us to purchase one of their cheap bicycles on the part cash, part advertising plan. The letter has gone to probably every paper in the United States: it goes to them annually, and undonbtedly is the means of selling several hundred bicycles and of obtaining many columns of advertising. This thought occurs: Why, if such a procedure profits a small margin merchant, cannot it be emplayed by the reputable manufacturer? Why also is it possible for the small margin men to advertise bicycles while the manufacturer himself makes himself believe that he "can't afford it"? The chief reason, we believe, is that not one manufacturer in twenty or one dealer in one hundred knows

tow to advertise or to obtain publicity, and, not appreciating its value, makes no effort to learn. The idea of an advertising department or a "press agent" occurs to them only when they have time for nothing else. It is placed last when it should be placed first, or nearly first. The selling department is as important, if not more important, than the producing end. Of what use is it to produce goods and not sell them?

THE CHIEF SALES AGENCY.

Advertising is the chief sales agency, though, as stated, the overpowering majority of makers and merchants cannot or will not see it. They delude themselves with the belief that a "sales manager" and a corps of travelling salesmen are all that is needed,

If we enter the ream where advertising and publicity is keenly and intelligently appreciated and employed, it is to discover the biggest and most recent, and most conspicuous successes—the department stores, the mail order houses, the theatres, the patent medicine institutions. They know how to induce people to buy, and the people do buy.

When we view the advertising efforts of the cycle trade we are compelled to smile in spite of ourselves. As a rule, what there has been of it of late years has been insignificant, grudging, mincing, ineffective, and, contrasted with such successes as those cited, feeble in the extreme. Usually it is but the mention of a name, and it is a phenomenally magnetic name that of itself induces people to buy. "Uneeda" was one; there have not been many others. If we view the chief advertising expenditures of the average bicycle manufacturers of to-day, their catalognes, the same woful lack of knowledge or effort to obtain intelligent and effective publicity is apparent. "Anything will do" apparently is the maxim.

ONLY TWO CATALOGS WORTH READING.

Of the many catalogues in existence but two are really worth reading, or in fact contain anything to read; the exceptions are the Racycle and the National. The others might have as well been not printed for all the real good they will serve their authors; they are little more than sheets of paper containing dry-as-dust specifications. We mention the Racycle and the National catalogues for a purpose: First, because they give some reasons why a Racycle or a National should be purchased, and, second, because those two concerns are two marked successes of recent years; that to intelligent appreciation and use of printers' ink much

of their success is due is undoubted. We do not say that they have done all they might or should have done, but what they have done has been well done.

In the face of such conditions it would be unreasonable to expect better of the bicycle dealer. There are notable exceptions, but as a class the dealer may be said to have no real conception of advertising. He believes his name and the names of the bicycles he handles is all sufficient. If he knew the value of publicity not many issues of his local paper, without cost to him, but that would contain reference to cycling.

QUESTIONS MAKERS SHOULD ASK THEMSELVES.

When the Manufacturers' Association meets next month it may well consider all that and more than we have said. Each member may well ask himself if he knows the meaning or the value of publicity—of intelligent publicity. He may well ask himself what, if anything, he has done to advance the interests of cycling—his interests. He may well consider what he purposes to do. There are men in the association whom we could name who have never spent one cent to help the business, and who with the hesitants, who are afraid to spend a cent,

serve only to swell the volume of discontent and "job lots."

What such people need is an awakening and an infusion of courage. If they are insensible to either the association will help itself by seeking to rid the trade of them.

Bicycles are just as good and cycling is just as good as they ever were. If the business is not as good as it once was it is not the fault of the bicycles or of cycling. The blame must be placed elsewhere. Let those who will, blame war, fashion, gears and what not; we take small stock in such like, nor do we place faith in the moving-in-circles theory nor are we affected by visions of departed booms, bubbles or rainbows; they are gone to return no more. But we do say and maintain to the limit of our power that the matter with the bicycle trade is the lack of publicity. We have said it on repeated occasion. We say it again, and at great length, because of the approaching meeting of the Manufacturers' Association and because no subject merits more earnest and exhaustive consideration.

AS IMPORTANT AS POOLING.

Though the association may "pool" and classify and do a dozen other things to help

the business, we say again that nothing on the face of God's green earth will help it half so much as publicity—intelligent and unremitting publicity. We believe we have at least suggested how it may be obtained. We do not say it will bring about another boom—Heaven forbid that it should!—but we do say and do believe that if 500,000 bicycles were sold last year or are sold this year publicity of the right sort will cause 1,000,000 of them to be sold next year.

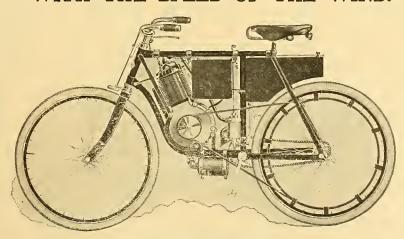
Due to an aggravating omission of a cipher, The Bicycling World in its editorial of last week, contrasting the respective production of automobiles and bicycles and the proportions of publicity each was obtaining, was made to say that the output of bicycles during 1902 was but 54,000. That the error was manifest and that five hundred and forty thousand (540,000) was meant must, we believe, have occurred to all who are given to thinking. During the same year there were produced but 20,000 automobiles, but as was stated, the publicity given the latter was such that the uninformed person might well fancy that 20,000,000 motor cars and but 54 bicycles had been turned out.

Orient Motor Bicycle

WITH THE SPEED OF THE WIND.

THE
MOST

POWERFUL
MOTOR
BICYCLE
IN THE
WORLD.



HORSE POWER.

PRICE,

\$250.

WRITE FOR HANDSOME NEW CATALOGUE.

WALTHAM MFG. COMPANY,

Waltham, Mass.

THE Two Bicycles that Please those who Ride them and Profit the Dealers who sell them.

YALE

SNELL

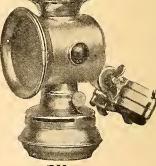
KIRK MANUFACTURING CO.

SNELL CYCLE MANUFACTURING CO.

TOLEDO, OHIO.

SEVEN SUCCESSFUL YEARS

SOLAR CYCLE LAMPS Have Satisfied.



OIL

They Show the Way to Profit to Those who Sell Them and Pleasure to Those who Use Them.

Are you a member of SOLAR Society?
The models for 1903 Gas and Oil are better than ever.

BADGER BRASS MFG. COMPANY, Kenosha, Wisconsin

EASTERN BRANCH. 11 Warren St., New York, N. Y.

HOW TO SPEND \$50,000,000

W.P. White Plans the Outlay on New York's 73,857 files of Dirt Roads.

With regard to the \$50,000,000 now being asked for good roads in New York, and the disposition of it, W. Pierrepont White, of Utica, chairman of the executive committee of the State Board of Supervisors, gives some Interesting facts and figures. He says:

"We propose, through the constitutional amendment, to enable the State of New York to issne \$5,000,000 of bonds a year for ten years up to \$50.000,000 to pay for the construction of 7,550 miles of highways at an approximate cost of \$7,000 a mile. When these bonds are issued they shall be paid, \$25,000,000, or 50 per cent, by the State, \$17,500,000, or 35 per cent, by the counties building the roads, and \$7,500,000, or 15 per cent, by the towns in which these highways are built. The issuing of these bonds will enable all counties in the State to receive an equitable distribution of the money and immediately construct an entire highway system in each county.

"The State of New York contains 50,000 square miles of area, and this area is made accessible to its people for transportation purposes by 522 miles of canals, 1,718 miles of street railways, S.114 miles of steam roads and 73,857 miles of dirt roads. The State of New York grants franchises and corporate privileges to steam and electric roads, but denies to the farmer any method of reaching the market more cheaply than he could reach it by horse power at the beginning of the century. The relative cost of transportation to-day is as follows: \$1.25 will carry a ton of produce five miles by horse power, twenty-five miles by electric power, 250 miles by steam cars and 1,000 miles by steamship.

"New York State's policy in cheapening transportation for through products has built up the cities of New York and Buffalo, but has starved the agricultural interests of the State, and it is high time that steps were taken to improve the highways to enable the farm produce to be brought more cheaply to market.

"The commercial supremacy of New York State depends upon her ability to retain within her borders the cheapest freight rate across the continent, but the full benefit of this cheap freight rate can only be enjoyed by the State at large by the development of a system of main highways of gravel and macadam throughout the State which will enable the 12,000,000 tons of farm produce raised on the 22,000,000 acres of farm lands in the State to reach the market at the least possible cost.

"The State of New York should aid the counties and towns in expending \$50,000,000 to thoroughly construct and maintain the main highways and market roads of this State so as to approximately improve 10 per

cent of the entire highway mileage of all the highways in each county of the State. This will call on the State to aid in the building of 7,500 miles of highway and leave the remaining 66.357 miles of dirt roads to be developed under a county and town system. The State's neglect of the highways is one cause of the shrinkage during the last ten years of \$80,000,000 in the value of farm lands, fences and buildings as shown by the federal census, and the agricultural interests in the same ten years have fallen from third rank in the Union to fourth rank.

"England and Wales expend annually \$20,000,000 on their roads; Ireland, \$3,000,000; France, \$37,500,000, and the State of New York, with an assessed valuation of \$5,754,400,382, aided in road construction last year to an amount of \$795,000, and thought it was doing a vast work. The road improvement in New Jersey has increased the farm values in the last eight years \$27,000,000, and we urge the passage of this constitutional amendment through the Senate and its submission to the people that New York may receive the benefits of a system of rapid transit to the rural districts."

How Small Changes Affect Some Riders.

"When a rider uses a bicycle for a while it gets 'set' to him and he to it. After that the slightest change is discernible," remarked an old rider whose specialty is century runs.

"If my saddle is moved an eighth of an inch—up or down, forward or back—I can tell it the instant I get on it. There is a feeling that it is not just as it should be, and I am uncomfortable until I get it back where it was originally. It is queer how such a little thing can put you out, but it does."

"There is another thing that is even more noticeable," said a second rider. "That is how a saddle gets 'set' to a rider. Of course, everybody knows that there's a big difference between two saddles of the same make and style, one new and the other having been used. But you can examine two such saddles, both of them in use for approximately the same length of time, and used by riders of similar build, and one of them will be different from the other. Take these two saddles and change them around without their owners knowing of the change and let them mount and ride away. Each one will notice something strange about his machine, He may not be able to tell at first just what it is, but he will be very certain that there is something wrong. After a while he will blame it on the saddle, and when he gets that far he is pretty sure to run the thing to earth.

"And yet the eye will not be able to detect any difference between the two saddles,"



Cycling's Suggestion for Paced Races.

MOTORS IN THE ROCKIES

How the Rarified Air Affects Their Power and the Alterations Rendered Desirable.

Denver and the Rocky Mountain country thereabouts make peculiar demands on motors. Some of the best known have played odd pranks, mainly due to unexpected and unaccountable loss of power. Many causes have been suspected, the right one, the varified air, being frequently overlooked.

Denver has an altitude of 5,280 feet, but most of the riding is done at an altitude of about 5,800 feet, which corresponds to the barometric pressure of 24 inches instead of 30 inches, as at sea level, a reduction in air density of 20 per cent, which means that a gas engine to have the same compression there as at sea level should have the area of the clearance or mixing chamber reduced 20 per cent, and that wherever valves or floats are lifted by partial vacuum instead of by mechanical means their weight should be cut down 20 per cent. At an altitude of 5,800 feet the boiling point of water is only 201 degrees Fahrenheit, instead of 212, as at sea level, which indicates that the cooling surface of the radiator or amount of water should be increased 5.2 per cent to obtain the same reserve cooling effect that would be had at sea level.

In crossing the divide between Denver and Colorado Springs, which has an altitude of nearly 6,000 feet, many of the best motors have all they can do to climb the grade, due to loss of power from decreased compression and improper mixture, due to too heavily weighted floats.

Why Motorcyclists Must Organize.

Events of the past fortnight make plain that the New York Motor Cycle Club inaugurated none too soon its project of a national organization of motorcyclists.

The regulation forbidding their use of the Baltimore parks, the scare in Minneapolis over the report that they were to be barred from the cycle paths and finally the passage of the New Jersey Automobile bill, which makes New Jersey a good state for motorcyclists to keep clear of, each and all constitute evidence that there is work to be done, laws and probable laws to be undone and interests to be safeguarded.

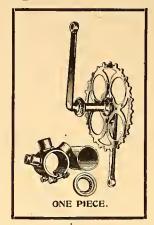
The L. A. W. has abundantly proven that it is impotent and that its "recognition" was mere words and nothing more, while the automobile organizations are apparently too selfishly concerned with the interests of the four-wheeled motor car to care what impossible or onerous impositions are placed on the single track motor bicycles.

It is plainly "up to" the motor cyclists to help themselves, and by national organization only can they bring the requisite strength to bear.

Need Any Hangers?

SIMPLE.
SAFE.

RELIABLE.



ECONOMICAL.
G00D-L00KING.

PROVEN BY USE O. K.

_____ 4LSO____

TWO=PIECE HANGERS,
Bicycles and Component Parts,

MADE AND GUARANTEED BY

JOHN R. KEIM, Buffalo, N. Y.



A Larger Demand Guaranteed Tires.

Every indication goes to show that more guaranteed tires will be called for this season than last. It is up to the dealer to be ready for this increased demand and now is the time to get in your specifications and be ready for the riding season.



We are making a bigger line of guaranteed tires this year than ever before. This advertisement shows two of them. Ask for particulars of any or all of the following:

PATHFINDER B,
CUSHION PNEUMATIC,

PATHFINDER C, PUNCTURE PROOF, MONARCH, SURETY, CACTUS PUNCTURE PROOF,

NEW COLONIAL DOUBLE TUBE, UNIVERSAL DOUBLE TUBE.



Can make prompt deliveries. The goods and our proposition will interest you. Write us about it.

The Goodycar
Tire & Rubber Company,
AKRON, OHIO, U. S. A.



KEEPING HIS WORD

Repairman who Does This is Favored— Evils of a Contrary System.

A repairman whose word is as good as his bond, who can be depended upon to have work ready when it is promised, is a jewel, No fear of his lacking trade. Riders appreciate a virtue of this kind, and will sometimes even go to the extent of being willing to pay a little more money for work if they are absolutely certain of getting it when promised.

The estimation in which a repairman of this sort is held is enhanced by the knowledge that he is the exception rather than the rule. In most establishments promises of the kind are taken with a few grains of salt. The intention is good enough; but the average dealer or repairman is an optimist who thinks he will be able to turn out more work than he does, and in busy times he can always be depended upon to be behindhand. There are always rush and special jobs coming in, and in the anxiety to give them attention others promised for a definite and not too near time are pushed aside and ultimately fall by the wayside.

Yet nothing is more aggravating than to suffer a disappointment of the kind. The rider may bring the wheel in early in the week, and thus give the repairman ample time to do the work. It is promised for Saturday-"without fail"-and when that day rolls around and the owner comes for the first ride of the season he is filled with pleasant anticipations. The roads have dried, perhaps, the sun shines brightly, and the balmy air invites mankind to a closer communion with it. The rider congratulates himself upon his foresight and bestows some commiserating thoughts upon the unlucky wights who waited until the last minute before delivering their machines for an overhauling. They are in for a disappointment, he reflects.

But, alas and alack, it is himself who has that bitterness in store. The late comers had their jobs rushed through, and his machine has lain neglected waiting for the letup in the rush that would render it possible for it to be given attention. When this is discovered the rider's feelings are better imagined than described. No amount of explanation will satisfy him or explain away the damning fact that in place of his machine he is offered excuses. His ride is prevented and he is left to rage over the fact.

Riders and Their Reaches.

As much as the subject of reach has been discussed, there is to-day no real unanimity of opinion concerning it. The nearest approach to it is with regard to a very long reach. That pretty nearly everybody con-

dems and holds aloof from. But whether the proper reach is a short one or a moderately long one, or one somewhere between the two, is a mooted question and one not likely to be settled.

One has but to watch riders who pass on frequented roads to become convinced of this—that is, if the assertion is doubted. There will be seen reaches of all kinds. Sometimes the leg will be well straightened when the pedal reaches the lowest point, at others it always remains bent. Indeed, the latter style predominates. It is a theory of speed men that the leg should never be straightened; and, indeed, such a plan is unquestionably conducive to speed. But the average rider has hills to climb also, and here the short reach does not give such good results.

After all, the watter is one that each rider must settle for himself. By experimenting a little he is pretty sure to be able to form an opinion on the subject, and can then govern himself accordingly. But he will find it best to avoid extremes of any kind.

Getting Rld of the Old Bicycle.

"You know, it is a fact that persons act meaner about their old clothes than they do with cash. They will give away in money sums big enough to buy fine new suits, but will not give their old clothes to poor persons who need them. Instead they hoard them up until they are almost worthless for any use, and then sell them for a trifle to an old clothes man."

It was a dealer of considerable experience who remarked this, and he continued: "There is a streak of the same peculiar petty meanness shown in the way the average person acts about his or her old bicycle. The average man will come in here, for instance, and look at the new two speed wheel. Oh, yes, it is just what he wants. He has always wanted something of the sort, and here it is. Of course, he is going to buy one. Then he pauses. 'But what about my old wheel?' he says in a puzzled tone. I tell him to give it away, to give it to some one who will appreciate it greatly if possible, but to give it away and do some one good, even if it is his newsboy or bootblack. They would remember such a thing forever, I explain, and be benefited, and at the best he can get only \$5 or \$6 allowed for it in exchange.

"Do you suppose he agrees with me? Not a bit of it. He shakes his head slowly and reckons that he will either keep it or turn it in for whatever will be allowed. It's just plumb meanness, and I wish there was some way to rouse such people to a sense of their smallness. They can get only a few paltry dollars for their old wheels, and think of the good they would do persons who cannot afford to buy them. Yet they gasp and are atmost offended if you suggest their giving away the old wheel when they buy a new one. It's just a peculiar streak, I guess, like that of people clinging to all sorts of old rubbish and keeping the house cluttered up with it.

BALANCING THE MOTOR

Why no two Fly-Wheels are Alike and how to Make Them "Average up."

This is a point in the manufacture of motors which is frequently neglected, and yet is of vital importance, not only to the smooth running, but also the life of an engine, says the Cyclist.

In designing an engine the draughtsman calculates with a nicety, say, within 2 per cent, what the correct weight for the balance weights should be, provided that the nechanical work is absolutely accurately carried out, and that metal of a standard specific gravity is used. He is unable to allow for either irregularities in the castings or a slightly different grade of metal being used, or any of the multitude of little differences peculiar to the moving parts of each separate machine; consequently, in addition to the approximation in his calculations, the inaccuracy is rendered greater by circumstances beyond the designer's control.

The general procedure of makers is, we believe, to experiment thoroughly with the first motor made, and get the adjustment giving the smoothest running by adding to, or reducing, the balance weights cast with the flywheel, and when this condition of maximum efficiency as regards the balance is obtained, the pattern is altered so that the resulting castings may be correct. This is perhaps a method which gives a certain amount of repetition of the requisite balance, but as it is impossible to cast two things exactly the same, it follows that every motor requires a different mass opposed to its crank to obtain the most perfect balance possible with the varying conditions in the weight of its moving parts. That is to say, if twenty engines are built with flywheels cast from the same pattern, and one is correctly balanced, the other nineteen are not, and further, no matter how slight the lack of balance may be (so little perhaps that were the engine a slow speed one it could not be noticed) with the high speeds necessary to power in the same gasolene motor it will make a very considerable difference both in the behavior and life of the motor.

It is fairly simple and by no means a lengthy operation to balance every separate motor accurately by trial, and makers who have trouble with excessive vibration should look carefully to the balance of their motors. It is, of course, impossible to balance a single cylinder motor perfectly, either theoretically or practically, since no distribution of mass in the flywheel can absolutely compensate for the inertia of the reciprocating parts, but it is possible by careful approximation materially to reduce the vibration caused by the motor, thereby greatly adding to the comfort of the rider and the immunity from wear and tear.

SELF-IGNITING MOTORS

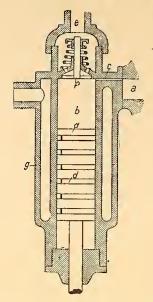
Device That Makes Elimination of Batteries, Plugs, Wires, etc., Appear a Possibility.

Whether the day will ever come when there will be rendered unnecessary the wires, the batteries, the spark plugs, the contact breakers and all the other electrical apparata that is now so necessary to motor bicycles and that causes so much mischief at times, is a fancy that must have occurred to nearly all of those who are interested in the little self-propeller.

That anything of the sort would be a welcome revolutionizer and prove in the nature of a sensation as great as that caused by the pneumatic tire when it first appeared, is undoubted. And that it is not wholly improbable and that the future holds hope of the sort is indicated by the self-igniting motor recently patented in France by no less than the famous De Dion-Bouton Co., and which is shown in section by the accompanyiny illustration.

While it is not yet perfected or marketable, the fact that the De Dion concern deems it sufficiently promising to be protected is evidence that the future may develop the sensation so much to be desired. The principle involved is that of spontaneous combustion—the compression of the gas to the point of self-ignition.

The small cylinder (b) is fastened to the side of the main cylinder, and is in communication with the compression space (a) of the latter by a small passage (c). In the small cylinder works a tight fitting piston,



which is forced upward in it, once for every two revolutions of the motor crank shaft. An explosive mixture is admitted to the cylinder at the upper end thereof through an automatic suction valve (f). When the piston in the small cylinder is forced upward the gaseous charge therein is compressed to the point of self-ignition, and the flame travels through the small passage to the compression chamber in the main cylinder and explodes the charge therein.

In order to vary the time of ignition the mechanism by which the piston in the small cylinder is operated must be arranged to effect this operation at a variable period.

The Retail Record.

Lenox, Mass.—Thomas Morse, reopens. Gobles, Mich.—Earl Howes, a new shop. Bangor, Me.—Dakin's new store opened. Island Falls, Me.—H. L. Powers, new store, Pepperell, Mass.—A. G. Dunlap burned ut.

Milton, Wis.-A. D. Haskins, new repair shop.

Wakefield, Mass.—Stillman Couch, branch store and shop.

Everett, Mass.—Ellsworth D. Soulis, new store and repair shop.

South Hadley Falls, Mass.—Ross Bicycle Co., a new shop.

Campello, Mass—Frank German opens new store at No. 1,032 Warren avenue.

Manchester, Mass.—Perkins & Corliss reopen bicycle store in Washington street.

Cambridge, Mass.—Barber's "Cambridge Branch Bicycle Store" opened at No. 424 Massachusetts avenue.

If you have not yet received a copy of The Bicycling World's twenty-fifth anniversary number it is not yet too late.

Inner Tube Facts.

The prudent merchant should ascertain what we have to offer before tying up to some less responsible house.

THE SUPERIORITY OF M&W CONSTRUCTION NEEDS NO ARGUMENT,

and our Tubes cost no more than any other good quality of Tube.

Among the many attempted evasions of our patent, you may find some good article, but why take the risk?

YOU KNOW THAT M & W TUBES ARE GOOD, AND THE PRICES ARE RIGHT.

We certainly make more tubes than anyone else, and we want your business.

LET US MAKE YOU QUOTATIONS.

MORGAN & WRIGHT, 331 West Lake Street, Chicago. 214 West 47th Street, New York.

CYCLES FOR CONVALESCENTS

Employed in Many London Hospitals—When and how the Patients use Them.

According to a London contemporary, all the principal London hospitals have convalescent homes in the country or at the seaside, to which inmates from the hospital (whose case requires it) are transferred when they are nearing recovery for the change of air and surroundings to complete their cure. Some of these homes are for the use of paying patients only, but at the majority no charges are made. Some are also supported from the hospital funds, but many are kept up by private subscriptions.

All these institutions are fitted up with everything likely to conduce to the pleasure of the inmates. Billiard and hagatetle rooms, tennis courts and bicycles are to be met with. In one home the writer knows of there is accommodation for sixteen men, The home owns three bicycles, presented to it by sympathizers; these are for the use of the inmates who can ride. The authorities are not taking any chances by allowing men who have just left a sickroom to practise the art. Out of the sixteen inmates seven were wheelmen. A list of short rides in the vicinity was posted up in the billiard room, and each route had its distinguishing number. When a man wished for the use of a bicycle he applied to the matron, and the doctor then told him which number route to use. If he exceeded this distance he was prohibited from going out again for a certain period; if he persisted in disobeying orders he was liable to be sent back to the hospital to remain there until such time as he was well enough to be discharged altogether. "Too much of a good thing is good for nothing." This was the maxim of the home.

The bicycles were in constant use whenever the weather permitted, and no accident had ever occurred. The doctor in charge was a wheelman, as most country practitioners are, and it was this fact which exercised a salutary effect on the men in inducing them to obey the rules, for they never knew if out in the country when they might meet the doctor. The temptation to a man who has been shut up in a hospital ward for months to make the most of his liberty by having a good spin was at times irresistible. As the men's health increased they were allowed to take longer journels.

The marked difference in the rapid improvement in the condition of the men who used to wheel over the rest was surprising. As one of them remarked. "The worst of this riding is that I'm getting all right so quick that I shall be discharged very soon," and he spoke the truth, for a few days later the matron came to him and said, "The doctor thinks you will be able to leave on Monday." The aim of the homes is to pull a

man together as quickly as possible and then let him go. The London hospitals are always crowded with people, who, while yet not thoroughly recovered, are on the high road to it. A few weeks away from London will perfect the cure. The quicker there are any vacancies the better, and the bicycle is playing its part in carrying out this plan.

The Punctuator's Amazing Discovery.

Not many miles from the City Hall, in New York, there is a store quite noted for its enterprise and the nicety of everything done there. It frequently has interesting signs in its show windows, and as a rule they are couched in correct English and artistically lettered. There is one now on the window which is an exception, and the attention of the sign builder of the place was called to the slight lapse from his usual



NEW YORK BRANCH! 214-218 WEST 47TH STREET

accuracy by a friend entering the store and excitedly exclaiming:

"No, I haven't seen it do it. Let me see it! How does it do it, with its teeth or bandle bars, or what?"

In response to the astonished inquiry of the salesman as to what he meant by this outburst, the visitor pointed to the sign in the window, which read:

"Have You Seen the New Two Speed Gear Get a Catalogue"

The introduction of an interrogation markafter the word gear and of a period at the end quickly remedied the trouble.

The Details of a Prince's Bicycle.

The Prince of Wales has bought a new bicycle—a Rudge-Whitworth Special, the most Americanlike bicycle made in the kingdom. The English papers make due note of its delivery to H. R. H. early this month. These are the royal specifications: 28 pounds light roadster, 25-inch frame, 28-inch wheels with patent aluminum rims and 1%-inch clincher tires, fiat handle bar, front and back cable rim brake, free wheels, 6%-inch cranks, gear 70 inches, steering lock, celluloid gear case, aluminum mud guards, finished in royal blue with leaf gold lines.

INFLUENCE OF HIGH GEARS

Only Partly Responsible for the Lack of Riding—What is Really Needed.

"High gears are an evil, and a reform in this direction would undoubtedly be beneficial," remarked a rider who has given the subject considerable thought. "But it would not work a revolution—would not bring back the army of cyclists who quit because riding was hard work.

"To begin with, what is a 'high gear?' It all depends on the rider and the conditions under which riding is done. A gear that is all right for one rider might be all wrong for another; there is not, and cannot be any hard and faster rule. Each rider must work out his own salvation, determining by tests just what is best suited to him. Now, this is just what most people don't resort to. They take a gear because some one else uses it and keep it, although it may be entirely unsuited to them.

"Yet it won't do to condemn high gears unreservedly. Take my own case. I am what many riders term a crank on the subject. Moderate gears, as I call them, low gears, as others designate them, are and have long been my hobby. For years I rode a 68-gear, liked it and believed it suited me better than anything else. Even with it I found it hard work up hill or against a stiff wind when I was tired. Consequently, I would not even try anything higher.

"When I adopted the coaster brake I could not get the same sized rear sprocket that I had been using, so it was necessary to try a higher gear. The new combination gave me a 74-gear, and I took my first ride with many misgivings. To my surprise, however, I liked the new gear from the start, It worked well. In starting, down hill and on the level it was an undoubted improvement; and, strangest of all, it went well up hill. From that day to this I have never regretted the change; and this in spite of the fact that there are times when it pushes hard; but they were also present with the old gear.

"The truth of the matter is that a varying gear is what is needed. To be ideal, to suit all riders, the variation should be enormous. From 50 to 150 inches would not be too great. The first would be for weak riders—women particularly—the last for the scorcher.

"Of course, such a gear is visionary, or at least a matter of the future. It should be minutely variable, capable of giving the rider any gear he wanted, at any time. Therefore, it will be a long time before it will be within our reach.

"In the meantime some good could be accomplished by preaching lower gears. The good riders, and those who cycle a great deal, can be depended on to make a wise choice. But there are many others who fall into the error of chosing gears five and even ten inches too high for them. They are the ones a reform would benefit.

"But no one need think that high gears are the sole cause, or even the chief cause, of the decline of cycling."

About Dressing the Show Windows.

It pays to give particular attention to the dressing of show windows these days. Passersby look at them out of pure habit, and if there is no change it fails to make an impression on their minds. But a change of dress holds attention sufficiently to make out what is being shown, and even if it does not possess interest it conveys an impression. Much greater is the effect when something is shown that is desired or thought of. Even the busiest will stop for an instant, and go away thinking of the article called to mind.

It need hardly be said that a bicycle is at once the most natural and the most striking

the question, one or more bicycles can be shown, with tasteful and appropriate surroundings. Seasonable goods always attract—frequently compel—attention. The mind is in a receptive mood just now, and the seed sown will frequently bear fruit.

Above all, it should be seen to that the goods are displayed in suitable fashion. Carelessness is almost inexcusable. Such things as soft tires, improperly adjusted saddles or handle bars, soiled or marred finish, etc., convey the very worst possible impression. They can be prevented by the exercise of a little care, and it is worth a great deal of it to have them conspicuous by their absence.

The "Looking Around" Habit.

"Usually if one minds his own business and pays attention to what is going on around him he gets along very well on a wheel. But occasionally it is just the other way; you have a narrow escape whatever you do." It was an old rider who spoke, and he evidently had an illustration ready to point his argument.

"The other day I was riding along a frequented road, and was just beginning to climb a long but not steep grade. Some distance away and coming toward me were two or three young fellows, riding at a pretty good pace. When the foremost got within

An Advertisement Worthy of Imitation.

Bicycling Dead? Not Much! 540,000 BICYCLES

were sold in the United States last year. THE REASON? It's not far off; it's in yourself; YOU NEVER FELT BETTER in your life than when you rode a Bicycle regularly—did you? That's what they all say and that's why they are coming back.

Are You With Us For Good Health, a Good Time, Good Roads and Good Bicycles?

If so, then drop in and examine our lines. You've been out of the game for a few years and the new features will astonish you. If you think there has been no change in Bicycles, drop in and tell us what you think of the RUGBY for a \$35.00 proposition.

SCHOLLENBERGER BROS.

Agents For Good Bicycles.

230 North Main Street.

Constructed by a Wichita, Kans., Firm After Suggestions of the Bicycling World's "Sample Ads."

article to display, or at least to use as the foundation of the window show. But every effort should be made to get away from the conventional methods. To take a bicycle out of the crate and place it in the window in any fashion is a common proceeding, to be sure; but it is one that has little to commend it, and can be much improved on.

Original displays are to be sought for, and the more original they are the more effect they will have. The good old plan of having something "live" is so seldom adopted now that it would sometimes have all the charm of novelty. A motor employed to keep the wheels revolving still has some merit, and a rider in road or racing costume would undoubtedly serve the object of attracting attention. There is a fascination about motion that makes people stop and look; and while they may smile and pass on, the incident is not always lost sight of immediately.

But even if displays of this sort are out of

Evidence of Motorcycle Interest.

"What has struck the motor bicycle business?" asked Gaston Plaintiff of the Wanamaker establishment, this city, of the Bicycling World man last week, "What is stirring up the interest so much this spring? Up to last week we hardly knew there was such a thing as a motor bicycle. No one ever inquired for them, and we never gave them a thought. But all at once people began to ask about them. We have had twenty-seven inquiries in one week, and the people making them seem to mean business. It looks as though there would be something doing in them this year, after all."

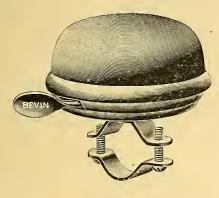
Where Business is Good.

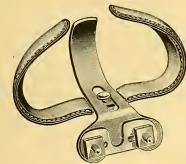
"Business here is good and the prospects point to the best year we have ever had," is the report of that always alert firm, Schollenberger Bros., Wehita, Kan. about a hundred feet of me he turned around to call something back to his companions. As he did so he swerved over toward his left, with the result of bringing him directly in my path. He was riding even faster than 1 had supposed, and in a few seconds more a collision would have been inevitable. 1 called to him, and, I suppose, sharply and in a loud voice.

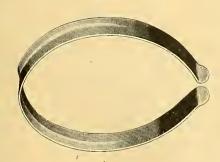
"At any rate he turned his head and saw me. Then the young cub—he was only about half grown—became rattled. He pulled sharp to his right, so sharply that he almost lost control of his machine. For a moment I thought he would go over. He then seesawed, and between a regard for my own safety and concern as to his finish I was kept busy for a time. He just managed to keep going, and looking around I saw that he finally got the machine under control. But the look of terror on his face and his frantic gyrations made a vivid impression on me."

BEVIN BELL

for **EVERY BICYCLE**







We make it—and as one pattern and price may not please every one we have a great variety to choose from. The same is true of toe clips, trouser guards and lamp Brackets.

Our Catalog illustrates them all.

BEVINBROS. MFG. CO.

East Hampton, Conn.

More Speed in Ireland.

Under a new act which goes into effect April 1, motor bicycles are permitted to travel in Ireland at the rate of fourteen miles an hour, in place of the twelve miles heretofore the limit. The act covers "light locomotives"—that is, automobiles and motor bicycles. Trailers are also provided for in the act.

The Story of a Life.

Morn broke! I stood within a warehouse wide.

Feeling within my frame an honest pride, A label, "Made to Order," on my side.

He came! I saw in him a youth well versed, Who knew the value of the cash disbursed. He led me to a track; then took a "First."

Not once, but many a time my aid he'd ask, Fed me with oil to lubricate his task, Called me endearing names; then dropped the mask.

For sale! Oh, what a fall was there, alack! Bought by a thing with semi-circled back, So often met with on the beaten track.

Cruel fate, in him a master to behold, A "scorcher," yet with blood so icy cold, Who, ere a month, had marked me "To be sold."

Cast off! Another era in a life so strange; A tourist came the purchase to arrange. He changed my parts; then parted with his change,

Once more! This time by anction I'm knocked

A rural postman lessens my renown, And, though a crown I have, I serve a Crown.

Hard luck! 'Tis useless now kind sympathy to seek;

I look for consolation in a squeak,

For, though I've many a spoke, I cannot speak.

Fagged out! A laborer bnys what other men reject.

I bear him home 'midst looks of disrespect, From those more youthful members of my sect

On hire! The thought from me provokes a curse.

I'm sat upon by all the universe,

At least, to all with sixpence in their purse.

Night falls! I'm now what naught on earth can save,

And swamped at last by Time's unerring wave

A piteous wreck with one wheel in the grave.

-(H. Clegg, in Cycling.

Blake Again has the Goods.

The E. P. Blake Co., the Boston jobbers who last season "scored" by having in their warehouse a plentiful stock of bicycles at about the time the other jobbers were short of them, have repeated the manceuvre this season. While a number of jobbers are "tied up" because of one thing or another, the Plake company are positioned to not only quote interesting figures on the popular priced goods, but to make immediate deliveries.

If there is anything as

Plain as a Pikestaff

it is that

You Cannot
Pay More than Price

Indian



and get your

Money's Worth,

nor

Pay Less

Get Satisfaction.

If you are not "up" on the Indian, the loss is yours. But you can get full information at any time by writing us.

Hendee Mfg. Co.

Springfield, Mass.

How a Gudgeon got a Bludgeon.

Gudgeon, a wheelman of Australian fame, was so improved in the racing game that he saw and conquered all who came till 'twas proved he well deserved his name.

This was the season of naught, two and three, and mightily pleased with himself was he; then came the thought, "I'll champion be; there's room for all, why not for me?"

It just so happened this year of our Lord, that "Major" Taylor, to increase his hoard, was gamboling awheel on Australian sward, and his was the title that Gudgeon looked toward.

Some said: "Taylor is stale of late," and Gudgeon greedily swallowed the bait; he framed it up on his own little slate, then asked the "Major" to fix a date.

"I'll ride you for fifty pun!" he cried, this Gudgeon, who for championship sighed. "Yah! Yah!" laughed the boy with the shiny black hide—"I'd like to make it a hundred a side."

But the ungreedy Gudgeon thought fifty enough: he knew very well that the job was tough, and he also knew Taylor no bluff, although he loomed darkly when stripped to the buff.

So the match was made, paced, unpaced and paced, a mile each time, should three heats be raced; and full twenty-five thousand persons graced the cricket grounds there in Sydney placed.

The "Major," he grinned as the shouts

rent the air, for he'd followed his tandem fleet as a hare and crossed the tape in the first heat fair, when poor little Gudgeon was three lengths from there.

The second heat, unpaced, was not quite so bad, for Gudgeon rode close to the dusky lad, till the Cornstalk crowd was howling like mad; then he lost by a length, Oh, wasn't it sad!

And this is the way, in the cycling go round, there is room for all, as Gudgeon has found; he thought he'd find his on the topmost round, but alas! 'twas in "Major's" private burial ground.

Nelson Wins in Paris.

Private advices from Paris state that the French are wild over litle Joe Nelson, who beat out "Jimmy" Michael and four other crack riders, Contenet Gougoltz, Hall and Bonhours, there last Sunday in a twenty kilometre race. Michael has been the idol of the Parisians and Nelson beat him in fast time, averaging 1.23 3-5 a mile for the twelve miles of the race. The fact that Michael had been there for some time, training and racing, while Nelson had been only eleven days off the steamer, made the victory more remarkable. It was Nelson's first race in France and it jumped him into popularity. The time for the twenty kilometres was 17:17 2-5.

"Trade here has not been so good for years," says a New Zealand correspondent.

American Wins the "Sydney Thousand."

The winner of the biggest purse hung up for any race run in Australia, the land of big purses for cycle races, was this year won by an American little known to fame. N. C. Hopper, winner of the £1,000 race at Sidney, is a Minneapolis boy, who is not known in the East except to a few, but who has a splendid record as a speedy amateur in the West. He figured conspicuously in the races at Salt Lake City last summer.

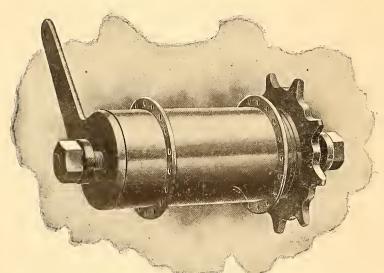
The annual race at Sydney won by Hopper is at a mile, and the first prize is bigger than that offered for the famous Austral wheel race. The total purse for the Sydney race is £1,000, of which £750 goes to the winner. Among Hopper's competitors in the race were "Major" Taylor, Robl, the German rider, and D. J. Walker, the Australian champion. The time was 1:53 2-5. Walker was second.

Waithour Wins From Leander.

At Atlanta on last Thursday "Bobby" Walthour won two out of three five-mile heats in his race with George Leander, of Chicago. Leander took the first heat by forty yards; time, 8:012-5; Walthour won the second in 7:35 and the third in 7:20, by seven and a half laps.

The Kings County Wheelmen are planning to hold their annual meet, as usual, this, year, and to make motor bicycle races a conspicuous feature of it.

THE BARWEST



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The catalog contains some interesting particulars that are worth your reading and heeding

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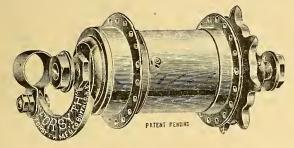
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of the cranks in changing from one operation to the other with the

Frictionless Forsyth



It brakes and releases automatically and is the

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adjustable in its working parts, without removing wheel from frame.

Why should'nt it command your inquiry and inspection?

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The Truss Spring Fork,

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DOES THE KILLING.
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combines all the good qualities of chain and belt without the bad ones.

NO STRETCH, BREAK, SLIP OR RATTLE. No undue friction on the motor's bearings.

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VELOX and HURON PEDALS.

P. A. WILLIAMS & CO.

25 Harrison Ave., Springfield, Mass.

The Week's Exports.

Antwerp—12 cases bicycle material, \$620. British East Indies—6 cases bicycles, \$360. British Australia—24 cases bicycles and material, \$783.

Brazil—2 cases bicycle material, \$160; 1 case motor cycles, \$135.

British West Indies—21 cases bicycles and material, \$581.

Bremen—2 cases bicycles and material, \$82, British Possessions in Africa—12 cases bicycles and material, \$2,232.

British Guiana—5 cases bicycle material, \$145.

Cuba-5 cases bicycles, \$190.

Danish West Indies—1 case bicycles and material, \$12.

Dutch Guiana—3 cases bicycles, \$386.

Frankfort—7 cases bicycle material, \$200.

Florence—1 case bicycles, \$27.

Genoa-1 case bicycles, \$30.

Hamburg—37 cases bicycles, \$1,145; 39 cases bicycle material, \$2,695.

 $\begin{array}{lll} {\rm Havre-46 \ \ cases \ \ bicycles \ \ and \ \ material,} \\ \$2,205. \end{array}$

THE BICYCLING WORLD

Lausanne-9 cases bicycles, \$105.

Liverpool—4 cases bicycle material, \$247; 1 case motor cycles, \$130.

London-22 cases bicycle material, \$522.

Mexico—2 cases velocipedes, \$63; 1 case bicycle material, \$10.

Rotterdam—184 cases bicycle material, \$4,907; 15 cases bicycles, \$550.

San Domingo—2 cases bicycle material, \$42.

St. Petersburg—33 cases bicycle material, \$700.

Zurieh—1 case bicycles, \$30.

Keep Grease off the Tire.

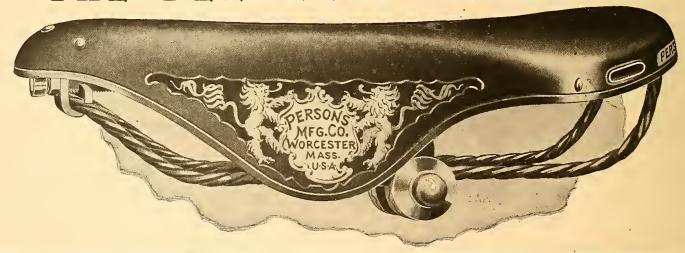
Unusual care should be taken to prevent oil or grease getting and remaining upon the tires. All fatty substances are detrimental, as they act as a solvent upon the rubber. This can be easily proved by rubbing vaseline upon a piece of an old cover. The vaseline will cause the rubber to become spongy, and when dry it will crumble, and can be rubbed into powder by the friction of the hand. It is most important, therefore, that the rubber of pneumatic tires should at all costs be protected against grease.

How to see Steel Change Color.

"Take a piece of hardened steel, a piece of soft steel and a piece of iron, all of the same size and thickness; polish them and lay the three side by side on a copper plate; heat the plate and watch the color changes which take place," says a correspondent. "The hardened steel will be affected first and will take on the first tempering color. straw. When the iron attains a straw color the soft steel will have passed through the various colors to pink, and the hardened steel will have passed through all the tempering colors to blue. Thus in the same interval of time the three substanaces will have each reached a different color."

Never overdo it is an axiom that applies with as much cogency to cycling as to any other pastime. The secret of enjoyable cycling is to bring to it a willingness, a never failing freshness that will preserve the charm of riding. If this is done cycling remains a pleasure; without it the pastime degenerates into work, loses its savor and becomes distasteful.

THE PEERLESS PERSONS.





The Week's Patents.

722,440. Piston Ring. Walter G. Wilson, Westminster, England. Filed June 23, 1902. Serial No. 112,916. (No model.)

Claim.—1. The combination with a piston; of a split piston ring thereon having recesses in its ends, a spring as wide as the ring lying freely between it and the piston, a tongue formed integral with the spring to rest in the recesses in the ends of the ring.

722,544. Combined Exhaust Valve and Igniter. Joseph Tracey, New York, N. Y. Filed October 21, 1902. Serial No. 128,130. (No model.)

Claim.—1. A combustion engine exhaust valve, having a longitudinal bore in its stem forming an igniting chamber opening into the combustion chamber.

722,913. Electric Ignition Device. Nicholas Schmidt and Johann Kraunichfeldt, Cologne, Germany. Filed February 25, 1902. Serial No. 95,623. (No model.)

Claim—1. An electric ignition device comprising in combustion a short, thin, flat and flexible strip of non-conductive material; short, thin, flat and flexible strips of conductive material disposed at a shrt distance apart on one and the same surface of, and carried by, said non-conductive strip, a mass of combustible material provided between, and in contact with, said two conductive strips; and means to assist the passage of the electricity from one conductive strip to the other through said combustible mass; substantially as set forth.

723,075. Steering Head for Motor Cycles. Charles F. Thoms, Highlandtown, Md., assignor of one-half to David Wright, Highlandtown, Md. Filed September 27, 1902. Serial No. 125,125. (No model.)

Claim—1. In a steering head for vehicles, the combination, of a name or casing having a cylindrical portion with an annular wall at its upper and forming a bearing and stop, a steering post and sleeve mounted in said casing, a helical spring mounted on the sleeve and between a shoulder thereon and the aforesaid annular wall of the casing, and horizontally-disposed grooved rollers journalled in the upper and lower ends of the sleeve, substantially as shown and described.

723,057. Method of Manufacturing Pneumatic Tires. Uzziel P. Smith, Chicago, Ill., assignor to Frank A. Seiberling, Akron, Ohio. Filed December 10, 1902. Serial No. 134,688. (No model.)

Claim—1. The method of manufacturing pneumatic tires which consists in separating two layers thereof by a fugitive material,

and one which will prevent the separated layers from uniting during the vulcanizing operation, and then vulcanizing the tire.

723,052. Collapsible Piston Valve, William G. Sinnamon, Syracuse, N. Y. Filed November 15, 1902. Serial No. 131,559. (No model.)

Claim—1. A piston valve formed of diametrically collapsible halves and means for restraining said halves from expanding beyond a fixed diametral limit, substantially as specified.

To Help Motors Up-hill.

The more the mechanically operated intake valve is studied the greater seem to be the benefits likely to result from its adoption. The discovery of its merits by members of big German and French cars has been followed by another, viz., that it was in use on small cars in this country for years before the Europeans made use of it. In fact, the smaller the motor the greater—proportionally—is the gain consequent upon its use. For this reason its application to bicycle motors seems big with possibilities.

The substitution of a positive and mechancal opening of the intake for one by suction has decided merits, although with a number of disadvantages, of course. Uphill, where the bicycle motor is weakest, the beneficial effects should be especially felt. With the motor straining and the piston speed fallen down to one-half the automatic valve which works perfectly on the level is either not admitting a full charge or is holding it—according to the inlet spring tension. Several devices to obviate this acknowledged defect have been tried, but it is extremely doubtful if they are, on the whole, as good as the mechanical inlet. Of course, this will wear, but inlet springs lose their tension also, and that without any grave charge being laid to their door.



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The best Motor Cycle on the market for everyday use.



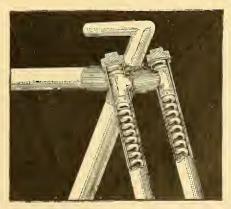
The 1903 Model

The design and the material in this machine make it reliable.

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THE MERKEL MFC. CO., Milwaukee, Wisconsin.

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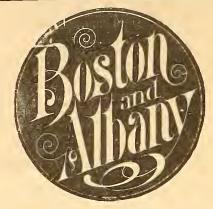
If you ride or sell, or intend to ride or sell motor bicycles

" Motocycles and How to Manage Them "

is the very book you need. Every page teaches a lesson. Every illustration "speaks a piece." And there are 126 pages and 41 pictures, too

Price, \$1.00.

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